MARINE RECORD

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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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UPBUILD THE MERCHANT MARINE.

The feeling in favor of passing a bill to restore the lost merchant marine of the United States apparently grows stronger every day. Many western men who have never before paid attention to this subject now begin to appreciate the fact that the interests of their constituents will be served as much as any other part of the country in passing such legislation. Representative Smith, of Illinois, in talking on the subject in Washington recently, said:

"Something should be done to build up our merchant marine. If it is necessary to subsidize the ship owners to bring about this result, then I am in favor of a subsidy. I have not examined the details of the bills introduced with this purpose in view, but as a general proposition I endorse that measure and would like to see it enacted into law. It may be necessary to make a few minor changes, but the quicker we adopt the measure the better it is for the country.

"Our merchant marine has dwindled to almost nothing, and comparatively little oversea tonnage is transported in American bottoms. This should not be true, as our shipbuilders are able to compete with any in the world, and outclass them when on the same footing.

"We cannot go on longer as we are now doing, paying hundreds of millions of dollars to foreigners to do our carrying trade and lose the trade expansion and other such things as would benefit the United States, if we did a fair share of that ourselves. We no longer have the equality in foreign trade that we had in earlier days. Other nations aid their shipping, which, with their lower wages, gives our people no fair opportunity on the ocean. We must extend to the ocean merchant marine the protection which has brought such great prosperity to other industries.

PROMOTION OF NAVAL OFFICERS.

In a formal letter to the Naval Affairs Committees of both Senate and House, Secretary Long calls attention to the need of legislation to remedy the injustice of the present system of promoting naval officers by advancing them a few numbers in the same rank, thus lowering equally deserving officers who have not had a chance specially to distinguish themselves. This system was carried out in promoting the captains who served with Dewey at Manila, but as yet the Santiago captains have gone unrewarded because the Senate failed to approve of the promotions sent to that body last winter. The reason for this failure was the Senate's unwillingness to advance Sampson ahead of Schley. Had Secretary Long been willing to concede equal treatment to the two Rear Admirals, there need have been no complication. It would seem that the Santiago captains deserve promotion on the same basis as Dewey's officers. It would also be well to adopt the suggestion of the Secretary of the Navy and restore by legislation the numbers lost by the inconspicuous captains because of the distinction given to the others. In the future, the Secretary believes medals should be given instead of promotions by number.

INTERNATIONAL CONGRESS OF NAVIGATION.

The International Congress of Navigation will open at Paris July 28, and will last seven days. The congress is divided into four sections, as follows:

1st section—Interior navigation.
2nd section—International navigation management.
3rd section—Maritime navigation.
4th section—Maritime navigation management.

Only the members of the congress have the right to attend the meetings and take part in the excursions, to present papers, and to take part in the discussions. Each member, at the time of his registration, should make known the section or sections in which he desires to take part.

The sectional deliberations will open by a resume of the preparatory reports. The deliberations in both sectional and general meetings will be held in three languages, French, English and German. Speakers cannot occupy the tribune more than fifteen minutes.

The membership fee is 25 francs and should be sent as early as possible to the "Secretariat General du Huitieme Congress International de Navigation," Place de la Bourse, Paris.

LAKE LEVELS.

"What effect the opening of the sanitary channel at Chicago will have upon the level of Lake Michigan cannot be known within two or three years," said Capt. J. G. Warren, the government engineer in charge of the Milwaukee district, recently. "That is the opinion of Major Marshall, who as so long the government engineer at Chicago, where he made a study of the subject. His opinion was that if the amount of water diverted into the channel made any difference at all with lake levels it would not amount to more than three-tenths of a foot.

"I am not taking any measurements of lake levels at present and have not for the last four or five months. Within that period this measurement has been placed by the government in the hands of Lieut. Col. G. J. Lydecker, who is in charge of the Corps of Engineers at Detroit. Under his direction the level is measured every day at Milwaukee and at other points as it has been for years."

TOLEDO M. E. B. A.

The following officers have been elected by the Toledo lodge of the Marine Engineers' Benevolent Association: Past president, J. A. Page; president, John Marshall; vice president, Richard Curtis; recording secretary, James L. Azone; corresponding and financial secretary, E. D. Lock; treasurer, F. N. Weis; chaplain, Thomas Winship; conductor, Levi S. Keldon; doorkeeper, Eugene Passano; trustees, E. D. Lock, F N. Weis, George Custis; representative to the national meeting to be held in Washington, January 21, James McGlynn; alternate, James L. Azone; business manager, E. D. Lock.

THE fishermen of Bay City and West Bay City, Mich., have organized an association, the object of which will be to throw every possible protection around the fishing interests and to guard against every infringement of the law. It is said that the movement will be extended to Cleveland, Toledo, and other lake cities.

GREATEST BATTLESHIPS EVER DESIGNED.

Designs for the greatest battleships ever projected for the American Navy have been agreed upon by the Naval Board of Construction after several months of discussion over the important question of battery, armor, speed, coal capacity and displacement. The three new vessels, to be called the Georgia, the New Jersey and the Pennsylvania, will equal in formidability the finest line of battle vessels yet laid down by any foreign power, and with the additional typical American improvements, will surpass in fighting force any ships now afloat.

The principal features of the plans contemplate a displacement of approximately 14,000 tons, as compared with the Oregon's 11,000 or the new Maine's 12,300. The speed is to be "at least 19 knots" with a bunker capacity of 2,000 tons.

There will be two superimposed turrets, one forward and the other aft, each containing two 12-inch and two 8-inch guns of the new elongated bore and high smokeless powder velocity. The remaining guns of the main battery will consist of 12 6-inch quick fire broadside. This arrangement of battery has been finally adopted instead of an alternative plan which provided for four 12-inch guns in turrets and 16 6-inch broadside, which had been put forward to avoid the expedient of superimposed turrets. The two-story turrets, which are a distinctively American innovation as applied to the Kearsarge and the Kentucky, are regarded as no longer of doubtful success, and it is known that foreign governments are preparing to adopt them to secure the concentration and angle of fire they secure, which is unapproached by any other expedient.

The board also definitely determined upon the use of the most modern Kruppized armor for the new vessels, its precise distribution to be decided upon after the chief constructor has made sufficient progress with the actual plans to determine the proper arrangement of weights. The armor problem has been the most difficult to solve, and to this cause is attributable the delay in planning the ships.

The act authorizing the vessels was approved on March 3, last year and it stipulated that no contract should be made for any portion of the vessels until a contract was made for the armor. Congress having limited the cost of armor to the price of $300 a ton, it was evident from the beginning that no satisfactory ship could be built under such restriction, and for that reason the plans have been discussed with unusual deliberation.

As the weight of armor entering into these ships was a very large item, the question of the adoption of Krupp or the inferior Harveyized material was extremely important. This can be readily appreciated from the fact that roughly 3,000 tons of the former (the approximate weight required for each battleship) is equivalent, as regards resistance to penetration, to 4,000 of the latter. The adoption, therefore, of the material treated by the Krupp process meant that 1,000 tons of weight would be available for distributing among other vital characteristics of a battleship—weight of propelling machinery (speed) armament, coal carrying capacity and draught.

The total cost of each of these three ships when ready for sea will exceed $7,000,000 each. They will have a cruising radius of 7,000 miles without fueling, and there will not be three ships of similar offensive and defensive strength in the fleet of any maritime power in the world.

CAPT. JOHN PETERSON, who was one of the oldest sailors on the lakes, died at Sandusky last Thursday night. He was eighty-eight years old and had followed the lakes for fifty-three years. In 1870 he made a trip from Huron to Liverpool in the schooner Evelyn Bates.

DETROIT.

Special Correspondence to The Marine Record.

The Canadian canal shared only to the extent of about 12 per cent. in the record of 25,000,000 tons moved through the "Soo" during 1899. The figures are 22,252,139 tons moved through the United States canal, as against 3,003,671 tons through the Canadian canal.

In the case of Josephine Butterfield vs. the Detroit & Walkerville Ferry Co., in which damages were asked for injuries sustained by reason of the plaintiff being thrown from a buggy, the horse of which was frightened by the blowing of the steamer Ariel's whistle, the jury returned a verdict for the plaintiff in the sum of $750.

Consulting Engineer Frank Kirby and General Superintendent C. B. Calder of the Detroit Ship Building Co., will go to Washington, Jan. 17, to meet with the supervising vessel inspectors, as representatives of the American Ship Building Co. Some modifications in the rules will be discussed before the Board of Supervising Inspectors.

The Detroit lodge of the Marine Engineers' Beneficial Association elected the following officers Wednesday: William Tyndall, past president; F. McDonald, president; F. Seiler, vice president; Ed. R. Dungan, recording secretary; J. McClure, corresponding secretary; F. Kenyon, financial secretary; E. R. Blanchard, treasurer; William Drysdale, conductor; E. Naglevoort, doorkeeper; M. McNamara, chaplain; F. Kenyon, trustee for five years; Edward R. Blanchard, William P. Tyndall and Albert L. Jones, delegates to national convention at Washington.

The naval shipping office here sometimes catches a rara avis. This week James Doherty, of Grosse Isle, a carpenter, appeared for examination. Doherty is 6 feet 8 inches tall and built in proportion, with shoulders like the fore quarters of an ox, weight 184 pounds, head and face abnormally large, and fists like sledge hammers. The examining physician allowed that he was the finest specimen of humanity ever he clapped eyes on. Doherty wants to rate as ships' policeman not to hip as a carpenter. The Lord pity the ordinary flat foot that Doherty claps his claw on as it must always be a case of come or lead, bnt mostly come.

The elegant side wheel passenger steamer Tashmoo has had her boilers and engines placed and her upper works will be covered in, so that work on the cabins may be carried on all winter. The Detroit Ship Building Co. has always enjoyed a most enviable reputation for hull designing and construction, also for engines and boilers, as well as the more elaborate equipment and finish usually placed on goverment departmental tonnage and high classed passenger steamers, but in the case of finishing the Tashmoo she is to excel the most excellent work ever turned out on the lakes and it goes without saying that they are the firm to do it too.

At the last regular meeting of Detroit Harbor, No. 47, American Association of Masters and Pilots of Steam Vessels, Wednesday, the following officers were elected: H. C. McCallum, captain; B. F. Ogden, first pilot; P. H. Trezine, second pilot; D. A. McLachlan, purser; E. S. Pickell, purser's clerk; M. C. Cameron, chaplain; R. W. England and William Wilson, quartermasters; William McGregor, deck watchman; H. C. McCallum, delegate to grand harbor convention; B. F. Ogden, alternate. Detroit harbor, No. 47, has a membership of forty-three, or an increase of four during the past year. The members are well satisfied with the workings of the society, are enthusiastic for the good of the association but believe in a steady conservative and legitimate, as opposed to a mushroom growth.

There is quite a show of activity at the Davidson yards in Bay City, besides the new and repair work under way there is a hole in the ground that will be transformed into a large modern dry dock 500 feet in length, 80 feet wide and 60 feet at gates. After the excavation was pumped out a slight leakage was found through the soil which can be easily over come, otherwise there is an excellent foundation and sides for a modern dock. Although the idea has been poohpoohed at by a Cleveland journal there is no doubt but that Capt. Davidson, considering the future of his two bright sons, will soon add a repair plant for metal vessels, and later a metal shipyard with boiler and engine building facilities. At this time Capt. Davidson has an almost unlimited supply of the best kind of timber, he is regularly building and selling his large high classed modern vessels, sail and steam and is likely to do so with a score or two more of them.

It is now believed by civil engineer G. Y. Wisner, and one of the members of the Deep Waterways Commission, that the work of the commission will be concluded by June 1, next. Several of the engineers have already left to take up other duties. C. L. Harrison has been appointed to an important work in connection with the commission investigating the project of the Panama canal. H. F. Dose has gone to take charge of a part of the work in connection with the surveys for Nicaragua canal; E. E. Hart has accepted a position as chief engineer of the Nickel Plate railroad; Frank Davis has been appointed chief engineer of the Guayaquil & Quito railroad in Central America, and D. J. Howell is already in charge of investigations in connection with the improvements of the Erie canal. It is to be hoped that after the interest evinced during the past year or two lake interests will not be entirely ignored for another spell, or until sufficient stir has been made to cause another spasmodic attempt to learn where we are at as regards the ologies of the lakes.

The cost of breaking the vessels out of the ice at the head of Lake Erie a year ago, was about $16,000. Mr. W. E. Chapman, who was given charge of the matter, collected about $11,500 from the vesselowners whose boats were assisted and he is still about $4,500 short. The ice breaking expedition was in charge of H. Coulby of Cleveland and Capt. J. W. Westcott of this city and they decided that all the boats that were in the ice or passed through after the ice crushers were ordered should contribute to the fund. About twenty vessels that were included in the list refused to settle. Their owners claim that no assistanee was rendered the boats and that they should not be called upon to pay for the work. Some of the steamers succeeded in getting through the ice without assistance after boats bad been stuck for several days and one manager, who was asked to contribute to the fund, said his boats were in Buffalo before the ice crushers started to work. There is a little niggardliness if not a piece of ingratitude, in this deal somewhere, and the derelict owners deserve showing up. Good work was done by good men gratis, the fleet was promptly released, and the next step should have been to liberally respond to the expense account. It is no longer a question that Messrs. Coulby, Davidson and Westcott were treated most cavalierly in the matter, for, although well and dearly earned. I have yet to hear of that unanimous and eulogistic vote of thanks being tendered them yet, or any attempt made to get at it. The next blockade perhaps may be handled in a different manner and in a way that every man can look out for himself, being a case of "b— you Jack, I'm all right."

CLEVELAND.

Special Correspondence to the Marine Record:

Capt. J. S. Dunham, Chicago, visited this port on Wednesday. The Capt. will spend the winter in Europe.

Mr. H. A. Hawgood will start on an extended trip next week. After visiting all the southern cities he will go to Cuba.

The steamer J. H. Wade was the first vessel to take on a cargo of grain at this port. Other vessels will load next week.

The flurry among Capt. J. P. Devney's workmen at Ashtabula regarding a slight increase of wages has been settled and work resumed.

Capt. George P. McKay and wife will leave in a few days for California where they will remain for about two months. Capt. McKay's health has been poor during the last year and he has decided to take the trip to the Pacific Coast to recuperate.

Fishermen have lost a great deal of twine in this vicinity during the past few days on account of the ice. Several ineffectual attempts have been made to break through the ice and reach their nets, and it is now certain that the loss will mount up to thousands of dollars.

Capt. Miles Barry, Chicago, owner of the schooner Sophia Minch, had a look at her a few days ago as she lies stranded near Ashtabula. Capt. Barry seemed satisfied that she had found her winter quarters right enough. Capt. Barry is in the market for another boat. He wants a steamer for the passage and package freight trade.

Mr. B. L. Pennington has sold his steamer C. B. Lockwood to J. C. Gilchrist on private terms. The Lockwood was built by Quayle's Sons in 1890, and registers 1,733 tons. She is a thoroughly built, beamy, shallow draft wooden boat and has no doubt made good money for her late owners who are disposing of their vessel property. The Geo. Spencer and tow-barge B. L. Pennington were sold recently to the Tonawanda Iron & Steel Co.

United States Engineer Col. Jared A. Smith says that everything is in readiness for the removal of the schooner Onward, which went down in the harbor at Port Clinton last summer. The proposals have been submitted to the bidders and they will have their bids in the office of the engineer by January 12. It is not expected, however, that the work of removing the schooner will be started upon before the early opening of the next season of navigation.

At a regular meeting of the Masters' and Pilots' Association, held on Monday, the following officers were elected: Captain, I. T. Brogan; first pilot, F. Place; second pilot, Martin Johnson; purser, Charles A. Benham; captain's clerk, Harry C. Doville; chaplain, William Allen; trustees, E. Tripp, W. A. Collier, L. T. Brogan; committee on resolutions, B. Tripp, A. H. McLachlan, F. Place. Another meeting of the association will be held next Monday evening.

Capt. James Davidson, of Bay City, has sold the schooner Athens to the Lake Erie Transportation Co. The price paid ofr the vessel was $60,000. The purchasers had the vessel under charter for 1900, with the privilege of buying her at the end of the season, the charter price to apply on the sale. The Athens is a new vessel and will carry about 3,500 tons of ore. She is in winter quarters at this port. Mrs. and William H. Mack are large stockholders in the Lake Erie Transportation Co.

The local lodge of the Marine Engineers' Beneficial Associatian held its annual meeting Thursday night. It was the largest meeting ever held by the association. The following officers were elected: President, Evan Jenkins; vice-president, Charles Clark; recording secretary, Lawrence Regan; financial secretary, H. W. Burton; corresponding secretary, J. B. Haywood; treasurer, John M. Kirby; trustees, M. J. Burns, William Kennedy, Henry T. McAuley. Fred M. Harmon and Evan Jenkins were elected delegates to the convention which will be held at Washington Jan. 16.

Capt. Edward Morton, ship's-husband for the Wilson Transit Line, has the entire fleet well placed at different ports and in safe winter quarters. Like Capt. James Davidson, of Bay City, Capt. Morton knows what it is to "haul out to leeward" with a stocking around his neck, even a good strand of Manila yarn is a comforter sometimes. If to become a sailor, it is first necessary to drink a pint of Stockholm tar and yaffle a bundle of hemp ropeyarns, then, I surmise that both the above-named hardiest of the hardy and heartiest of the hearty passed successfully through the ordeal more than a dog watch or two ago.

One reason for Capt. James Corrigan buying up such a fleet of boats last season is seen in the increased activity of ore mining. Capt. Corrigan, for his firm, Messrs. Corrigan, McKinney & Co., has leased and opened up large mining tracts on the Mesaba range, and has just returned to this port after completing another mining deal. There are few men possessing such a business aptitude and endowed with so keen an intellect as has been given to Capt. Corrigan and he believes in making use of these attributes to their fullest extent. The present business outlook fully warrants heroic measures being taken by those who wish to take the tide at its flood Pig iron is now and it is going to be a valuable commodity and Capt. Corrigan will produce and handle a lot of it, also the stuff that they make it out of.

Harvey D. Goulder, Esq., returned this week from Montreal, where he had been for several days closing up matters relating to the Connors syndicate transportation agreement with the Canadian authorities. Valuable grants of dock property at Montreal have been fully secured and the syndicate which will control the property will construct large grain elevators and warehouses with a capacity of not less than 9,000,000 bushels, to cost in the aggregate not less than $3,700,000. It is also proposed to provide elevator and warehouse facilities at Port Colborne, on Lake Erie—the western terminal of the Welland canal. The projectors have in view the idea of developing an immense export trade through the new Canadian canals of the St. Lawrence. Mr. Goulder stated that he was not yet ready to give out the names of the capitalists who are behind the project, and that nothing in regard to the personnel of the so-called Connors syndicate could be announced until the deal was finally and completely closed, which will be within a few days.

The first of the 500-foot class of cargo steamers built on the lakes will be launched from the yards of the American Ship Building Co., at Lorain, a week from next Saturday. She will be named in honor of Mr. John W. Gates, Chicago, president of the American Steel and Wire Co., and Mrs. Gates will peform the christening ceremony. The general hull dimensions of the new boat are: 478 feet keel, 52 feet beam and 30 feet deep. She will have quadruple expansion engines and steam will be furnished by Babcock & Wilcox water tube boilers. Mr. A. B. Wolvin, of Duluth, placed an order at the same time for four steamers on the same lines as the Gates. They will be managed by a company in which the officials of the American Steel and Wire Co. are large stockholders. Another one of the vessels is building at the Lorain yard and the other two are under construction at the company's Bay City yard. The same owners are having two 35,000-ton steamers of Welland canal size built at the old Globe yards in this city. The six new boats will be completed and ready for business before the close of the season. The Gates will be ready to go in the ore trade by the opening of navigation. Mr. Robert Logan, of this city, is superintendent of construction for this large fleet of new steamers and they are to receive the highest class and rating known.

Capt. C. E. Benham, deputy collector of customs, who helped secure the old naval training ship Andrew Johnson for this port, and later tried to secure the Michigan for the Naval Reserves, is much interested in the present attempt to secure a ship of this sort for Cleveland. Capt. Benham believes that instead of sending young men and boys who have committed some misdemeanor and whose characters are besmirched, to the workhouse or reform farm, let them be put on a training ship and made to go through the rigid naval discipline, and most of them will come out of it men of good characters, when a workhouse senteuce might make them hardened criminals. This is an endorsement of ex-mayor George Gardner's advocacy. New York City has the school ship St. Mary, supported by the state; Liverpool has a reform ship stationed in the river Mersey for just such cases, and youths committed for certain offenses may elect to go to the reformatory ship instead of a shore institution. On the school ship they are given an education and taught a trade, as well as seamanship. Vessels are also found for them to ship on when their disciplinary terms expire. Such school ships, under state control, would be well placed, one on each lake, and Ohio is quite prominent and healthy enough to take the initiative, even if it has to start the innovation on a small scale. The municipality ought to be trusted to defray the cost of training that class of Cleveland's juveniles. This feature should not get mixed up with naval reserve training ship requirements.

DULUTH—SUPERIOR.

Special Correspondence to The Marine Record.

It is reported James J. Hill, president of the Great Northern road is about to add a steel plant to his other properties. This plant is to be located at Great Falls, Mont. Its primary purpose will be the manufacture of steel rails, bridge steel and other products of manufacture especially required in railroad construction, maintenance and operation but may be branched out beyond these lines.

Wheat stocks at Duluth at the end of the week amounted to 7,080,000 bushels. The stocks on the same date a year ago were 4,019,776 bushels. The increase in stocks last week was 97,255 bushels. The increase during the corresponding week a year ago was 310,498 bushels. The wheat receipts last week were 147,906 bushels, and the shipments 50,651 bushels.

At a regular meeting of the American Association of Masters and Pilots of Steam Vessels, Duluth Harbor No. 44, held on Saturday last, the following officers were elected for the ensuing year: Representative to the Grand Harbor Voyage, W. J. Green; Captain, W. J. Green; 1st Pilot, John Grady; 2d Pilot, William Jones; Captain's Clerk and Purser; Clell D. Hibbard; Starboard and Port Quartermasters, Authur I. Green, Andrew Carroll, L. Roy, and W. E. Hoy; Saloon Watchman, D. E. Stevens; Forward Deck Watchman, John Shea; Chaplain, H. J. Hawkes; Trustees, D. E. Stevens, H. E. Ditzel and C. H. Green.

Before the Minnesota State Agricultural society, J. J. Hill, president of the Great Northern railway, speaking on "Enlarged Markets," was particularly outspoken in his opposition to what is known as the Hanna-Payne subsidy bill now pending in Congress. "I claim it would be a national scandal and disgrace," said Mr Hill, "if under the guise of helping the agricultural industry of the country, a bonus of perhaps $450,000 a year is granted to a lot of fast Atlantic passenger boats on which people may go abroad to spend the money they make here. If we ever get so prosperous—and so foolish—as to do that, first let us raise the price of wheat above 50 cents a bushel."

Additions and inprovements are now the order of the day. The latest big deal is the organization of the Pioneer Steel Elevator Company, for the construction of a large grain elevator here. The men back of the enterprise are Walter Douglass, G. F. Piper, W. S. Archer, and C. E. Thayer, all but the last named being linseed oil men, who sold out to the American Linseed Oil Company lately. They expect to begin construction the present year and then to erect their working house of about 500,000 bushels capacity, this to be followed as rapidly as possible by a warehouse of steel tanks to be ultimately of about 4,000,000 bushels capacity. This will give about 42,000,000 bushels capacity under the control of the Duluth Board of Trade, of which 18,500,000 bushels will be at Superior and the remainder at Duluth.

We have heard a good deal about the grain shoveling mix up at Buffalo and wonder how it will terminate. A broker said to me a day or two ago that there will be some level headed men at the convention in Detroit next week, men who make a contract and stick to it, also who believe in others doing the same. Buffalo grain scoopers will need to act cautiously and not be too arbitrary or they will drive a lot of their work to the St. Lawrence and Connors will stand no labor domination in his new venture, backed as he is by almost unlimited influences. The grain scoopers had better center on one man, put up a solid, good and approved financial bond, make the lowest possible figure for their work and thus submit a plain statement to the Lake Carrier's Association, otherwise, they are liable, sooner or later, in one way or another to get "the small end of the horn."

Supervising inspector John D. Sloane has sustained the decision of the inspectors Monahan and Chalk of the local steamboat inspection service, suspending Captain A. H. Kent of the tug Industry for six months, and finding him responsible for the collision between the steamer Peerless and the barge Stewart on Sept. 7 last. Inspector Sloane reheard the case on application of Captain Kent last month, and finds that the captain violated the rules governing navigation, while in command of the Industry at the time of collision. The particular rules fractured were the second paragraph of rule I, providing that in narrow channels the descending steamer shall have the right of way, and also the third paragraph of rule VI, providing that in crowded channels, vessels must be run and managed with great caution. It used to be a lower lake district that was the best administered but it now seems as if the credit must be given to the head of the lakes. Local steamboat inspectors Monahan and Chalk are able and proficient officers, they are also strict disciplinarians and excellent men to make a direct and correct rendition of the laws governing the movements of steamboats.

CHICAGO.

Special Correspondence to The Marine Record.

Johnson & Knudson are giving the steamer Viking new decks.

Wm. Saville is giving the steamer J. H. Prentice a general rebuilding.

The tug James Hay is in Dunham's floating dry dock for some calking.

The steamer Pentland and barges Harold and Olive Jeanette have been chartered for corn to Buffalo.

The steamer Robert A. Packer was in one of Miller Brothers docks for new stern bearing and rudder casing.

The steamer Oak Leaf recently purchased by the Pilsen Lumber Co. has had her masts taken out and will be converted into a barge.

Capt. James Dunham's schooners James G. Blaine, A. Mosher and City of Sheboygan have been chartered for oats to Lorain and winter storage at 2 cents.

Captains Robert Reid, Simon Christophersen, Thos. Minter and Alex Cleghorn were initiated as members at the last meeting of Chicago Lodge No. 3 of the Shipmasters' Association.

The tow boat Robert E. Burke has been granted an official number this week by the Bureau of Navigation, Treasury Department, Washington, D. C. The Burke is 73 gross and 49 net tons, built at Manitowoc, Wis., and hailing from this port.

At a meeting of Chicago Lodge No. 3 of the Shipmasters' Association held at their hall, Wednesday afternoon, January 3rd, 1900, the following officers were installed for the ensuing year. President, Capt. F. T. Weimer, First Vice President, Capt. Jas. O. Wood, Second Vice President, Capt. Leo L. Cottrell, Treasurer, Capt. Wm. W. Shaw, Secretary, Capt F. B. Higgie, Chaplain, Capt. John McAvoy, Marshal, Capt D. A. Curran, Warden, Capt. C. K. Moore, Sentinal, Capt. P. McCulloch. Delegate to Washington, Capt. Leo Tebo. 15 new members have been added to Chicago Lodge No. 3 during the past season.

The Milwaukee Dry Dock Co's branch of the American Ship Building Co. is very busy on repair work and that plant seems to be kept more especially for that class of work. With orders now on hand and vessels waiting for new work and overhauling there is enough in sight to keep the yards as busy as they can be worked until the opening of navigation. The yards of the Chicago Ship Building Co. at South Chicago, can do all the new and constructive work on hulls, boilers and engines at this end of the lakes. The facilities offered for speedy and good work is not surpassed by any shipyard in the country, and the management, from a junior foreman to the top notch, is the best that can be procured

BUFFALO.

Special Correspondence to The Marine Record.

The harbor and canal committees of the Merchants' Exchange want another fire tug to be stationed at this port, as well as the improvement of bridges and the harbor.

Very little chartering is being done in the grain trade. The rate from Lake Michigan ports to Buffalo for winter storage and spring delivery holds steady at 3¼ cents.

John Jones, colored, hailing from Sarnia, Ont., shipkeeper on the Crescent City, aged about 40 years, wheeled himself and bicycle over the edge of the dock. He broke through the ice and was drowned. The body was recovered.

The contract which it was thought the Craig Ship Building Co., Toledo, would duplicate has been placed with the Union Dry Dock Co. by Mr. John L. Crosthwaite, general manager of the new line. These sister ships are intended for the coast trade and will be 258 feet in length, single decked and given triple-expansion engines. Work has commenced on the new Lehigh Valley Co's boat and it is given out that her name is to be Wilkesbarre.

At a regular meeting of Masters' and Pilots' Association, Harbor No. 41, Buffalo, the following officers were elected for the ensuing year: Captain, C. E. Fuller; first pilot, B. McCave; second pilot, W. T. McCullough; chaplain, S. D. Hames; captain's clerk, R. M. Lamphier; purser, M. J. Halleran; trustees, G. H. Vroman, George McMinn and H. Warwick. Delegate to Grand Harbor, R. M. Lampier; alternate, Charles Nash. Harbor No. 41 at present consists of 134 members and is in a flourishing condition.

Coal shippers would like to charter ahead for next season at 50 cents to the head of the lakes, and probably one million tons has been fixed at that figure up to date, but even so, there will be as much coal to go forward as there was last season, and the above million tons represents a surplus output over that of last year. Coal should pay the vessel-owner at least half as much as the down rate, which is placed at $1.25 on ore, so that 60 cents and upwards or a minimum figure of say 60 cents ought to be fixed as the opening rate, if not, the closing rate is likely to level the present iron ore rate as it did last fall.

Buffalo Merchants' Exchange will hold a public meeting on the floor of the exchange at noon Wednesday, January 10th, to consider and take action on the improvement of the New York State canals and the terminal facilities in Buffalo harbor. "The subject to be considered at this meeting," says Secretary Keep, "is conceded to be of great importance to the business interests of this city. Now, it is claimed, is the critical time in the history of the New York State canals. In their present condition the usefulness of these canals is every year growing smaller. The purpose of this meeting is to give vigorous expression to the sentiment of the Buffalo business community that the canals should be adequately improved."

At the last regular meeting of the Buffalo branch of the Shipmasters' Association the following officers were elected for the ensuing year: President, Capt. Edward C. Maytham; first vice-president, Capt. Jeremiah Coleman; second vice-president, Capt. Albert Robinson; secretary, Capt. John Perew; treasurer, Capt. Lyman Hunt. Capt. Edward C. Maytham was chosen as delegate to the Grand Couucil, which will hold its annual meeting shortly, and Capt. Martin Niland was elected an alternate. No better selection for delegate to the Grand Council could have been made than Capt. Maytham. He is heart and soul with that organization, and undoubtedly he will do everything to further the interests of the association and branch No. 1. Capt. Maytham needs no introduction to those whose business takes them into the marine life of Buffalo.

At a general meeting of the Buffalo grain shovelers, held on Tuesday, it was decided to submit the names of eight men to the Lake Carriers' Association, at their annual meeting next Wednesday, and let it choose a contractor from among them. This action is taken by the scoopers to prevent the Lake Carriers from claiming that the shovelers forced one man upon them. Any of the eight will be satisfactory to the scoopers. The names of the eight men are: Reuben J. Getz, Charles Lamy, A. J. Elias, George Phillips, Thomas Cunningham, John Hagan and Micheal Davis. All the men belong in Buffalo, and are all well known to the scoopers. In one way and another and with all the confabs and meetings this grain scooping question is now a red hot one in dock labor circles. It will take careful and well considered steps to bring matters to an amicable understanding for next season's work. Perhaps each elevator should hire their own men, in any case, vessel owners should see that they have proper, valid and collectable bonds against the slightest detention in discharging cargoes, this being assured and fair wages paid for honest labor, it matters little to the owners who does the work. Therefore the question rests with the responsibility of the contractor.

PORT HURON.

Special Correspondence to the Marine Record.

The tug Boynton is in the Wolverine dry dock being calked.

The barge Favorite is receiving new top sides and other needed repairs.

Capt. A. Gain left on Thursday for the South where he will spend the winter.

If this soft weather continues the Unique will start to making trips on the river route again.

The steambarges Concord and Rose are in Dunford & Alverson's lower dry dock receiving repairs.

There is no such thing as ice here now, the fresh southwind has blown what there was up the lake for miles.

The ship yards are very busy just now with lots of work ahead. After this month is over all the owners will begin to get the boats in shape.

Capt. W. E. Rice, of Harbor Beach, paid us a visit this week. The captain will next leave for Southern Georgia, for a ten day's business trip.

The steamer Unique was taken off the river route on Saturday night. On Thursday one of the flues of the boiler exploded and the fireman was slighly scalded.

Tons of steel are being brought to the city at the present time for the Jenks Ship Building Co. It will be used in the construction of the two boats now being built at the company's yard on Black river.

Charles B. Harryman, formerly clerk in the local steamboat inspector's office, but who had to leave to go to Denver, Col. for his health, arrived in the city on Friday and is visiting with his wife at the residence of his father-in-law, Wm. Conham, on Pine Grove avenue.

The report is received here that the Pere Marquette railroad company will build a tunnel between this city and Sarnia to connect with the Canadian Pacific. The desired options have practically all been obtained and the property covered would make a very desirable railroad yard and tunnel approach. On the opposite side of the river it is said the Canadian Pacific has options that may be close upon a similar tract, and that very little of the preliminary work yet remains to be done should the alleged deal become an actual fact.

The Shipmasters' century banquet and ball will be held at The Harrington on Thursday evening, January 18. The following committees have been appointed: Executive—Capt. W. E. Rice, Capt. Wm. Hutchinson, Capt. John Sinclair. Arrangements—Capt. Geo. W. Pierce, Capt. A. C. May, Capt. James A. Fleck, Capt. James W. Montgomery, Capt. P. F. Powrie. Reception—Capt. H. W. Davis, chairman, assisted by the entire membership of Branch No. 2. Finance—H. E. Runnels, Capt. H. J. Warwick, Capt. H. Maitland. Floor—Capt. Thos. Currie, Capt. John Burns, Capt. M. A. Budd, Capt. John Jenkins, Capt. William Smith, Capt. J. E. Reynolds, Capt. C. C. Balfour, Capt. R. O'Connor.

THE official report of the collector of customs of Duluth for the year 1899, just completed, shows a gratifying increase in both shipments and receipts during the year, as compared with 1898. The increase in shipments is particularly satisfactory and evidences a much heavier trade in many commodities last year then many people believe as the case. The increase in total tonnage over 1899 was 1,175,222 tons, more than one-third of the business of the entire preceding year. The principal items were an increase of over 1,000,000 tons of iron ore, 1,400,000 more bushels of flax than in 1898, 83,699,220 feet of lumber and 1,452,035 more bushels of corn were shipped in the previous year. The receipts for the year also compare favorably with those of 1898, there being an increase of 101,191 tons. Of coal, 964,355 tons were received last year against 833,050 tons the year before. There were about 40,000 more barrels of sugar received at this port than in 1898. The increase in merchandise was aproximately 11,000 tons, and about 1,000 more barrels of liquor were received.

BELGIAN LIFE-SAVING APPARATUS.

Mr. Hubert de Wilde, of Ghent, is the inventor of a life-saving collar. Its merit was demonstrated at the swimming school in Belgium recently. Comparison was made between this collar and the life buoys in common use as to their respective bearing power, rapidity of adjustment, freedom left to arms and legs, and general convenience.

The United States Consul reports as follows: From my observation, I would judge it to be far superior to either the life buoy or cork jacket. Its bearing power was equal to if not greater than that of the buoy. The body is submerged, with the head and neck only exposed, which prevents exposure and chilling, and as a general consequence, congestion. It is impossible to capsize, which has often occurred with the buoy; the arms are left perfectly free, and what appears to be most important, its adjustment is instantaneous. It is so simple that a child 7 years of age can put it on without assistance. It can readily be adjusted while one is in the water.

The invention consists of a cork collar having an exterior diameter of 16½ inches; the neck opening has a circumference of 18½ inches and is composed of two half collars fastened together with a hinge, in which there is a very strong spring destined to maintain the collar always closed and firm; the opening is opposite the hinge. On each side of the opening there is a small holder made of oak, 3 inches in height and 2 inches in diameter, securely fastened. When pressure is exerted on the two holders, the collar spreads open and allows the head to pass into the collar. On letting go of the holders, the collar clasps itself automatically.

The collar is formed of thirty pieces of cork, each piece having the form of an isosceles triangle with angles rounded, of which the base is 4¾ inches and the height 5 5-16 inches. The points are directed towards the interior, which gives the collar an elevation at its periphery of 4¾ inches, while at its interior there is a thickness of 1 3-16 inches. The pieces are cut radially and are strung on two heavy steel-wire stems concentrically riveted to the folding shutters of the hinge.

The weight of the apparatus is about 5½ pounds and its displacement of water about 12 quarts; consequently, its ascensional strength represents constantly from 18 to 20 pounds of iron.

THE CRAMPS' SHIPBUILDING PLANT.

Improvements of a gigantic nature, involving the expenditure of vast sums of money, are under way at Cramps' shipyard. When completed the capacity of the plant will be doubled and Philadelphia's claim to supremacy in naval architecture, established in the first decade of the present century, will be further strengthened. With work under contract valued at more than $19,000,000, and encouraging prospects for the future, it has become necessary for the William Cramp Ship and Engine Building Co. to increase its facilities, and thus keep abreast with new conditions arising in the shipbuilding industry. In speaking of the improvements in progress at the great plant in Kensington, and of the shipbuilding trade generally, Charles H. Cramp, president of the company said:

"The capacity of our yard will be double that of a year ago, and without doubt, the place will rank as one of the largest shipbuilding industries of the world. The prospects for business are exceedingly bright. Two successive wars have been monopolizing the transportation facilities of the ocean in carrying men and materials of war, in addition to other things incidental to such occurrences. There is a necessity for a change in the methods of construction, greater capacity in the transportation vehicles of the ocean being demanded. It is apparant to those who are familiar with the situation that the ocean traffic of the future will be done in vessels of large size, and consequently the necessity for shipyards which have heretofore been building small tramp ships will be entirely eliminated. To illustrate clearly, I may say that at the present time a large number of trans-Atlantic steamers, measuring between 600 and 700 feet, and others between 550 and 600 feet long, are being built."

THE new French submarine torpedo boat "Narval" has serious defects and is not as successful as when first reported, and an order has been issued to cease working on the two sister boats until the defects in the "Narval" have been remedied. The chief difficulty seems to be in changing the motive power from steam, when vessel is traveling on the surface, to electricity, which is used while she is under water. During the trials it was found that the change was made slowly and was unsafe.

INSPECTOR 11TH LIGHTHOUSE DISTRICT.

(TRANSFER OF COMMANDER KENNEDY, U. S. N.)

Commander Duncan Kennedy, U. S. N., inspector of the eleventh lighthouse district with headquarters in Detroit, has received a dispatch from the Navy Department informing him that he is to be transferred to the command of the cruiser Detroit, which is now at Key West. Commander Kennedy does not know on what day he will leave, but will be notified by letter from the department. He stated, however, that he had been expecting a change for some time, but that something must have happened unexpectedly to cause his notification to be sent by wire.

Commander Kennedy, up to October, 1898, was executive officer of the New York. At that time he was assigned to his present position and has been in charge of the Detroit lighthouse district since, with the exception of a short time during the Spanish war, when he was on duty at one of the navy yards preparing ships for war service. During his term on the lakes he has proved himself a most capable officer and has by force of his pleasant and approachable disposition, made himself popular with all with whom he has come in contact,

Commander Kennedy's successor here will be Lieutenant Commander J. C. Wilson, former executive officer of the Indiana, and lately on shore duty.

COMMANDER DUNCAN KENNEDY, U. S. N..
Inspector 11th L. H. District.

In Vol. 22, No. 9, under date of March 2nd, the RECORD published a synopsis of the professional career of Commander Kennedy up to his latest detail.

EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the eastern freight market as follows:

So far the looked for improvement in freights on our coast has not taken place yet, but we think the limited amount of open tonnage will, in any event, prevent a further decline in rates in spite of the very slight demand in Europe for our maize. The enquiry for cotton tonnage in the South equally remains light, since in spite of the great shrinkage of stocks held in Europe, the demand thence is not yet urgent, and the fight between the local holders of the article and the foreign consumers continues on. The withdrawal of tonnage for British government purposes is now being felt by our regular lines, and, whilst not very acute yet at the moment, cannot fail to become so as soon as business resumes proportions habitually maintained at this time of the year.

Sail tonnage continues scarce, and business in this line consequently restricted; we thus have absolutely nothing of interest to report.

NOTES.

A THIRD quarterly dividend of 1¾ per cent. on preferred stock of the American Ship Building Co., has been declared payable January 15th.

THE Hambnrg American line and the North German Lloyd are each having two new vessels fitted with ice making and refrigerating machinery. In addition to the usual cooling rooms and ice-making plant, two of the staterooms are cooled artificially. This is said to be the first case in which staterooms have been cooled with the aid of refrigerating machinery.

THE sawmills in the Duluth-Superior harbor, according to figures just prepared by C. H. Bradley & Co., cut 423,768,000 feet of lumber during the season of 1899, as compared with 323,933,000 feet in 1898, a gain of 100,000,000 feet. The shipments of lumber this year, including both vessel and car shipments, were 423,807,000 feet, a few thousand feet more than the production.

No quarrel can be arise out of the British treating food supplies intended for the Boers as contraband of war. British warships have captured some cargoes of American flour consigned to Lourenco Marques. But the point was covered over a hundred years ago, in 1794, when it was agreed that food supplies might be considered contraband conditional upon the captors paying for the captured cargoes a fair price, with all expenses, and profit.

THE Joseph Dixon Crucible Company of New Jersey, will please accept the thanks of the RECORD for their kind consideration in supplying this office with a bunch of pencils of various grades and colors, together with the erasers of various kinds. These reached us as usual with the compliments of the season. The gift was timely and will be put to good use. In return and at this time, we wish the company a happy and prosperous New Year.

THE Panama canal company of America with an authorized capital of $30,000,000 was incorporated at Trenton, N. J. last week. The object of the company, as shown by the articles of incorporation, is to acquire by purchase the ship canal of the Compagnie Nouvelle du canal de Panama and the railroad across the Isthmus of Panama; also to construct, equip and operate said canal and railway and the various enterprises connected therewith. The articles also empower the company to enter into arrangements with any government that may seem conducive to the company's object.

THE Great Salt Lake is reported to be drying up, and some curious calculations have been made as to the quantity of salt that will remain there after the bed becomes perfectly dry. One writer, for example, has estimated this year, that the quantity of salt is nearly nine billion tons, and that it would take a freight train carrying all this salt and running at the rate of twenty miles an hour day and night, 28 years 5 months 23 days to pass a station. This writer's bent for figures will prove his undoing if he gives it a full swing. It is better to accept the more conservative calculations of scientific men, who estimate that the waters hold about four hundred million tons of common salt. Accepting this estimate as approximately accurate, every other source of salt pales in comparsion with the riches Great Salt Lake will offer if its waters disappear, leaving the mineral more easily and cheaply accessible, as it will be, than in any other salt mines or evaporation grounds of the world. —Locomotive Engineering.

TUBES, boiler tubes and condenser tubes appear to be the source of most of the troubles of the marine engineer, and we do not know but what they are the vulnerable part of a stationary plant as well. Rear Admiral Melville, in his latest report as Chief of the Bureau of Steam Engineering, United States Navy, says that the needed repairs during the late war were generally confined to portions of the machinery such as boiler tubs and condenser tubers, which are most readily affected by the extreme conditions prevailing in war times. The stationary engineer has his heater tubes as well. In regard to the use of water tube boilers, Rear Admiral Melville's report says that their adoption is progressing with such proper speed as is necessary to avoid mistakes and to obviate sacrifice of still useful boilers of the older type. As fast as the present outfit of Scotch boilers becomes unreliable or inefficient, the newer type is being substituted. "The status of water tube boilers," he says, "is much more doubtful regarding the possibilities of protection from deterioration while not in use than regarding their efficient output during actual serivce. This ability or inability to properly protect such boilers is of most vital importance, and largely governs the annual cost of repairs to naval machinery.

MARINE LETTERS

Advertised in Detroit, Mich., P. O. January 3, 1900.

Aznone James A., Penna
Anderson A. D., Golden Age
Armour Frank, Chili
Abermeathy W., Livingstone
Annable Chas., Coralia
Anderson Marvin, Johnson
Anderson J.
Anderson Ott, Wolf
Allen Willard, Whittaker

Bowden W. J., Presque Isle
Baker John, Oliver
Bartman Henry, Oglebey
Beigh Ralph, Oglebey
Bandlou Frank, McWilliams
Burns Thomas, McWilliams
Brown N. N., Merida
Bertrand A. F., Republic
Bell R. C., Portage
Boyle A. H., Plankington
Brock M., 2, Oscoda
Bryan G. H., Elfin Mere
Blondin M., Edwards
Bahen Patrick, Forest City
Burk Jos., Mohegan
Burns Pat, S. Mitchell
Brant Stewart, 2, Marquette
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Bennett Mrs. E., Redfern
Beaupre A., 134
Beaupre Fred, 134
Butler C. W., Shrigley
Brooks Henry, Grimsby
Burns Jno., Wanderer
Burns P. H., Wyoming
Basig Tony, Maraba
Burroughs A. W., Maraba
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Burgett Frank, Lucy Bays
Beals Hugh A., Tayyell
Beach Henry, 2, Armour
Brown Samuel, 2, Abercorn
Brown Hector, Abercorn
Bounler Peter, Colby
Burns Fred, Devereaux
Bissell Capt. N.
Blank Herman, Desmond
Bombard Wm., Bosubel
Braun Wm., Croswaite
Bemus C. J., Colton
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Bostwick Murray, Ketcham
Briggs Lewis, Ketcham
Brooks T.J., 2, J.B. Ketcham
Benson Capt. Dan, Hopkins
Brantford May E., Hackett
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Bailey Will, Tuxbury
Booth J., Chatham
Baldwin J. J.
Beauchamp Burt, Aztec
Bennett Ed., Rhodes
Baker Jas. F., Russia
Brown O., Rockelfa

Conley John, 3, Neshoto
Clark John, Nicol
Campbell N. J., Nicol
Cunningham Ed., Jr., New Orleans
Castle C., Pasadena
Chateau Sam, Penna
Crawford Jas., Neosho
Carr P. J., Erin
Cahill Thos., S. H. Foster
Curtis G. W., 2, German
Cowper B. H., A. P. Grover
Chandler Geo., Gould
Campbell D. M., Forest City
Cole A. S., Frick
Conklin C. R., Crosthwaite
Coleman, J. A., Carnegie
Cottrell A. M., McLachlan
Callaghan Jas., R. Mills
Cook Geo., Langell
Calhoun Ben, Leighton
Campbell R., Lenty
Carpenter Ruth, Hopkins
Campbell Edw., Angelina
Cadarath Frank, Brittannic
Crosby Jas., Danforth
Crich E. J., Colgate
Cotton A. J., Coffinberry
Campbell Simeon, Codoras
Cotter C. D., Conestoga
Cummings Robert, Kirby
Carter David, Iron Age
Croft Fred, Tuxbury
Carroll Mrs. S. F., Tuxbury
Campbell W. H., Thomas
Clark Jas., Sauber
Cramer Jno., Siberia
Chandler Thos., Wm. Stone
Collisson Geo., White Star
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Chambers Jos., 117
Cullen Tom, Maruba

Drake A. W., Roumania
De Beau John, Roby
Dettman Henry, Santa Maria
Davies E. S., Alaska
Doty Wm., Torrent
Dupuie J. H., German
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Dahlstrom Fred, Uganda
Denner J. H., Corsica

Eastcott John, Black
Ellis J. H., Algonquin
Edwardson Harry, 2, Lenty
Eustis Anthony, Corsica
Endigo Cook, Pabst
Evens Jack, 2, Miami
Ennes E. L. Waldo
Ellison M. E., 2, Sonsmith
Evens John
Emglert Al., Inter Ocean

Fredericks John
Foley G. W.
Fraser Arch, 2, Smith
Farley Teddy, Westford
Frank H., A. P. Wright
Flentye Henry, Aurania
Friday H. W., Uganda
Flora Jos., 2, Maricopa
French Chas., Schoolcraft
Finkle Wm., Eddie
Ferguson Jas., Elfin Mere
Fox Jas. H., McWilliams

Gagnon G. P., 2, Martha
Glassburn E. W., Lockwood
Graham Ken, Nicol
Gordon D. G., Elfin Mere
Grimes Thos., N. Queen
Gallarno J. A., Neshoto
Goodwin Jas., Emerald
Golden John, Folsom
Grant Theo., Carpenter
Getter Fred, Morse
Goodsite C. L., Massassoit
Garrett Jas., M. B. Mitchell
Grieshaber John, Lewiston
Gibson N., America
Gallino B. A., Britannic
Greensman R. W., Desmond
Goodwin Arthur, Bessemer
Grant Theo., Carpenter
Garey Wm., Massachusetts
Green Alice, Ketchum
Guthrie C., D. Houghton
Guy A., Sauber
Griffin John, Saranac
Goodwin Frank, Sequil
Grooms D. Jno., Spokane
Grooms Geo., Spokane
Grace C. F.
Gorman Paul, White & Friant

Henkel Paul, Corsica
Hill M. M., Fryer
Hopkins G. M., Fletcher
Humble R. F., Empire City
Hill Wesley, Eureka
Haywood Fred, Elfin Mere
Huber Jacob, Progress
Hyde Arthur, Minnesota
Hamburg N. A., Morse
Hamann Wm., Japan
Hosford W.
Harringer T. P.
Heatherington N. P.
Hunter E. J.
Hagedon Dana, Venice
Herbert John
Hunter R. W.
Hill W. C., 117
Hinchey Herbert, Russell
Holdridge W., Onito
Hamilton John, Jenness
Harmon W. L., Buttisoni
Heaton Frank, Kirby
Hoover W. H., Thomas
Huber Jos., Aurania
Hadlock Chas., 2, Trevor
Herbert Dolph, Smith No. 2
Hulton Jas., Bermuda
Hoover Willie, Barr
Hagedon A. P., Benton
Hops Mrs. Wm., Aurania
Hops Wm., Aurania
Hall J., Mecosta

Ingle John, Sachem

Johnson Olie, Miami
Johnson C. L., 2, Pontiac
Joyce John, Emerald
Johns Noah, 2, Mohegan
Jackson R. C., Lagonda
Johnston Jas., La Salle
Johns Clarence, W. M. Drake
Jackson Mark, Badger
Johnstone E. W., Helena
Johnston John, Iron Cliff
Johnston Tom, Holland
Jackson Chas., Spinner
Jones Geo. E., Saranac
Jacobsen Andrew, Wright
Jones W. C., Wallula
Johnston Will, Venice
Jones Al.

Keeley Jno.,2, Gratwick No.1
Kaeppen Aug., Mohegan
Knight B. E., Marquette
Kilday Hugh, Lagonda
Kloppenburg T. F., Alva
Koch C. A., Angeline
Kearns Ida, J. C. King
Krupp Geo., Tampa
Kennedy W. H., Andaste
Kromery Edw., Sequin
Knapp Dan, Sheldon
Kelley Miss, Rudt
Keeler C. B., 2, Roby
Krutz Albert, Stevens
Kendall W. A.
Kerr James
Kelley Henry
Kristensen Carl, 2, Sitka

Likens Fred
Lowe J. E., 117
Lyons P. F., Vega
Lynix J. F., Yuma
Lego Thos., Rugee No. 2
Lange Herman, Troy
Leonard H. B.
Lamare Peter, Tower
Leitch Thos., Garden City
Lone Geo. H., F. Brown
Lawrence John, Danforth
Little W. J., Donaldson
Lowell Sarah, Breck
Lawrence C. E., 2, Angeline
Longton John, Angeline
Lindsley H. A., 2, Lockwood
Lapaul Alice, Monticello
Leedham Ross, Coralia
Long James, Gardner
Leitch Hugh, Fitzgerald
Lapp P. A., Pontiac
Little A. E., Pahlow
Lowe J. W., Republic
Loesch Adam, Milwaukee
Lonoway H., Minneapolis
Lemonds Peter, City New York

Mullen Capt. Edw.
McGuire Geo., Waldo
McLeod Dunc
McMan F., 2, Mariska
Murdock J. H., Worthington
McLeod Wm., Grampian
Moore Rich. F., Weston
Morden, C. J., Victory
Mellow John, Marina
Mitchell Harn, 2, Manola
McCord James, Omaha
Moore John, Madden
Morris Clyde, London
Manson Walter, 2, Mecosta
McRae Alex, America
Matteson S. S., Aztec
McGrath T. J., Alaska
McNelly George, 2, Angeline
McKinnon Alex, Azov
Matheson R., Azov
McLean John, Guck
Marshel Fred, 2, Hopkins
McCinzie L., Dobbins
McGarry Geo., Bradley
McDermott T., Burton
McKinnon P. O., Brazil
McLachlin A. D., 2, Bermuda
McBlain R. W., Constitution
Murch Frank, Chisholm
Mogan Frank, Case
Mercier Jos., Chicamauga
McBride H., 2, Ketcham
McRae N., 2, W. P. Ketcham
Monroe Don, J. B. Ketcham
McKay Don, Holden
McDonald John, Singapore
Mickler H. C., Thomas
Munroe Chas., Tampa
Morris Hugh, Sawyer
Moore Martha, Rust
Montgomery J. A., Progress
McKinley J. B., Presque Isle
McDonald E., Parnell
Mellon Jos., Puhlow
Morrison Wm. A., 2, Pawnee
McDonough Thos., J. E. Owen
Munro R. B., Emerald
Mouat Frankie, Emerald
Moore John M., R. Emily
Merrill J. P., Flint
Martin Bert, Continental
Murphy Chas. E., Corsica
Murray Don, Cranage
Michler H. C., Mahoning
Marceau C. A., McDougall
Moran Thos., Sequin
Meehan, Wm., 105
Miller Ad.
McCormick A., Wilhelm
Myers Geo., Magna
McNeil Ed., Peshtigo

Norton J. H., Olympia
Nordquist Jno., Panther

Olmeth John T., James
Owen Ernest, Siemens
Oppentshauser Wm.
Ohagen Capt. J., 2, Westford

Phillips Chas., Brunette
Pittaway E. C., Bangor
Pearce Benj.
Parkhurst Mrs. H. A., Redfern
Payne Frank
Parmiter H. L., 109
Porea Jos., Maruba
Phillips Wm., Zenith City
Pierce H. S., Rees
Pouget Norman, 2, Mount Eagle
Popp Jos., Penna
Pocock Bob, Prentice
Percival Wm., Pawnee
Prendergast V.F., J. E. Owen
Pierey Mrs. L. C., Corsica
Pottinger Wm., Mahoning
Peterson N. M., Mingoe
Pipkin Willie, Andaste
Pilkey W. B., 2, Brazil
Peroutka Joe, Denner
Pattyton H. C., Black
Plato Herbert, Berlin

Rabideau Alice, Monticello
Roof Wm., J. Minor
Remlinger Eugene, Folsom
Rappleyeci R., Edwards
Rossmaby J. J., Norwalk
Rully Frank, Omaha
Rowland A., Paris
Reid A. D., Oregon.
Roe S. J., Sauber
Robinson A. R., Thomson
Rhodes A. E., Strong
Reilly W. S., Waldo
Reid F. H., Vega
Reiley Maggie, R. Holland
Ralp Jos. I., 2, Hebard
RainesbottomJno.,Hennepin
Rand John, Griffin
Ray Jos., Hebard
Robinson Geo, E., Hennepin
Ross W. H., 2, Kilderhouse
Ross Will, M. Duncan
Roberga Peter, Curry
Ragan Hugh, Atmosphere
Rabadue R., Monticello

Skinner Wm., Venice
Smith A. R., 2, Zenith
Stevenson J. E., Tyson
Stone Henry, Neshoto
Shaw E. L., Nyanza
Scott J. H., Normandie
Smith O. J. Capt., Mullen
Sterns Wm., McWilliams
Swansau Alb., Phenix
Sheehan Jno., Pontiac
Shook Henri, Pueblo
Stedman C. W., Elfin Mere
Shaver Guy R., Elfin Mere
Stalker M., C. H. Green
Stowell Mrs. A. A., Fontana
Schrode H. C., Cambria
Simons Dunc., Centurion
Stone E. V., 2, Curry
Shirts D. B., North'n Wave
Scott Eugene, 2, Caledonia
Stockwell Jno., Mohegan
Smith Wm., London
Stoeher C. L., Lockwood
Stewart Robt., Lockwood
Sutherland D., 2, Brake
Scott Jno., Holden
Stevenson R., Aurania
Suave J. B., Antrim
Savage H. L., Angeline
Sutherland Maggie, Brake
Sheley Geo., Denver
Sandwick Jno.
Scharf O., Buttironi
Sauve J. A., 2, Bielman
Schiefler Jos., Bielman
Spies R. C., Bradley
Simmons Chas., Boyce
Schroeder H. C., Columbia
Stouall Alice, Chattanooga
Stevenson Jos., Cormorant
Schweiger P., Corona
Smith Fannie, Jackson
Svenson J. A., Runnels
Shay Jno. A., Hanna
Smith A. R., Helvetia
Spencer Fred, Hebard
Spencer L. E., Hebard
Stevens Jno., Iroquois
Swynok Camiel, 2, Shrigley
Spence H.
Scott Jno., Shenandoah
Sandwick Jno., Amazon
Sherkey Edw., Toltec
Stevenson Oscar, Tampa
Scott Albert, Troy
Strong W. H., 2, Strong
Smith Jos., Sawyer
Stutz E. J., Sheldon
Smith Frank, Scotia
Shaw Daniel, Pioneer
Smith S., Sequin
Stonag Capt., Wm. Stone
Scott Harry, Siemens
Seph Mrs. C. M., Rose

Thomas J. Horace, Hanna
Tendall W. P., Marina
Telley E. W., Venezuela
Tisdale Geo., Danto Maria
Thompson Capt., Massach'ts
Telton G. M., Linn
Trombley Capt. M., Atlantis
Trinkwalder F. J., Gratwick
Trombley Andrew, Neilson

Venebles Sadie, 2, L. Smith
Vasbinder M. H., Iosco
Vann Capt. W. L., Sweetheart
Van Lieu Roys, Buell
Van Buskirk Jno., Livingstone
Van Winkle Harry, Denver
Vigneron J. E., Centurian
Vreeland Daisy, Forbes

Webb Jno,, Atmosphere
Worden S. B., N. Queen
Williamson S., Nicholas
Wolfe Chas., N. Mills
Wilson Thos., Neilson
Wood A. W., North'n Wave
Whitehead Geo., Onaping
Warwick E., Fairbairn
White Geo. S., Fitzgerald
Weaver Gordon, 2, Maryland
Williams Fannie, Marquette
Wilson Leonard, Lehigh
Winter Harry, Aurania
Walder R. J., Caledonia
Whittier G. E., Black
Winter Jas., Cambria
Wendover Alex., F. Kelly
Wellman J. B., 2, R. Holland
Waterman, Al., Traveler
Washington F. P.
Woodham Harry, Grover
Wattles S. F., Toledo
Wray Jno., L. Smith
Williscroft J. E., L. Smith
Wright Chas., Trevor
Weaver Jno., Stephenson
Walker P. W., Spry
Ward Paddy, Redfern
Wilkes Steve, Starucca
Woods B., Vega
Wesley F. A., Masaba

Young Jno., Buffalo
Yancoe May, Helvetia

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Croil W. R., Tecumseh
Dwight Arthur, V. Swain
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Richards Louis, M. M. Drake
Sauve J. Ben, tug Austin

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To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

NOTICE TO MARINERS.

LIGHT-HOUSE ESTABLISHMENT,
OFFICE OF THE LIGHT-HOUSE INSPECTOR, 9TH DIST.,
CHICAGO, Ill., Jan. 6th, 1900.

LIGHTS CLOSED FOR THE WINTER.—Notice is hereby given that the Beaver Island Harbor, Little Traverse, Pentwater Pierhead (Front and Rear), White River Pierhead, Muskegon Lake Beacon, Chicago Breakwater (South), Escanaba, and Squaw Point light-stations, have closed for the winter. By order of the Light House Board,

F. M. SYMONDS,
Commander, U. S. N., Inspector 9th Light-House District.

DOMINION OF CANADA—ONTARIO.

COLOR OF BYNG INLET BACK RANGE LIGHT.—In the Canadian list of lights and fog signals of 1899, the back range light at the entrance to Byng inlet, Georgian Bay, Ontario, is described as being fixed white. It is a fixed red light. In other respects the descriptions published of this light are unaltered.

LIGHTED BUOYS IN THE APPROACHES TO THE SAULT CANAL.—The Government of Canada took charge last spring of the private float light established in 1898 to mark the southern edge of the dredged cut at the turn opposite the front range at the upper entrance to the Canadian canal at Sault Ste. Marie, Ont. The fixed white light stands on a platform buoy or float moored between the black spar buoys marking the turn.

At the same time the Government established a fixed red light on the superstructure of the red platform buoy marking the extremity of Vidal shoal; also a fixed white light on a float near the black buoy marking the turn from the axis of the canal to the alignment of the range lights at the lower entrance to the canal.

These three lights are shown from lens lanterns supported at a height of six feet above water on the superstructures of the platform buoys and should be visible two miles. They will be maintained throughout the season of navigation.

This notice affects Admiralty charts Nos. 320 and 324; Canadian notices to mariners No. 48 of 1895 and 34 of 1898; and the substance of it should be inserted in the Canadian lists of lights and fog signals between the Nos. 1401 and 1402 and under the Nos. 1406 and 1407. F. GOURDEAU,

Deputy Minister of Marine and Fisheries.
Ottawa Canada, 20th December, 1899.

MARINE RECORD

ESTABLISHED 1878.

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CLEVELAND, O., JANUARY 11, 1900.

THE snow and ice bulletin published weekly by the Weather Bureau, Department of Agriculture states this week that as compared with the corresponding date of 1899, there is decidedly less ice in the Missouri and upper Mississippi rivers, and also at most of the upper lake stations and in New England, while reports from lower lake stations and over the northern position of the Middle Atlantic States show more ice at this time than at the corresponding date of 1899.

WHEN speaking or writing about the commerce of a port it is advisable to state clearly whether domestic and foreign is combined in the presented statistics and, or, the ratio of each to the whole. For instance, a number of ferry boats are continually crossing the Hudson river carrying passengers to and from New York, yet there is as wide a difference between this and Atlantic or oversea traffic as there is in the movement of domestic and oversea freight boats. Equally as misleading is it to compare a transfer through the locks of St. Mary's Falls canal with that of traversing the hundred miles of the Suez canal. It is quite probable that there are more lockages in the Liverpool dock system in one day than there are passages through the Suez canal in one week, but the comparison furnishes no statistical date, nor anything else regarding the port's total movement of commerce and shipping.

A STUDY of the figures of the business of the "Soo" in 1899, as contained in our issue of the 4th inst., compared with that of earlier years, indicates the wonderful growth of the carrying trade on the Great Lakes and of the producing and manufacturing industries of the section contiguous to them. The number of sailing vessels, which in 1869 was 939, was in 1879 1,403; in 1889 2,635; and in 1899 4,776; the number of steamers increased from 399 in 1896 to 1,618 in 1879, 6,501 in 1889, and 14,378 in 1899; the numbers of passengers passing through the canal increased from 17,657 in 1869 to 18,979 in 1879, 25,712 in 1889, and 49,082 in 1899, and registered tonnage increased from 524,885 in 1869 to 1,677,071 in 1879, 7,221,935 in 1889, and 21,958,347 in 1899. There are now three locks at St. Mary's Falls, two being in the United States, and one on the Canadian side so that the facilities for entering and leaving Lake Superior are ample for the present, barring accidents. The principal future improvement of St. Mary's river navigation lies in having duplicate channels, besides straightening and deepening at the narrowest navigable portions of this otherwise tortuous waterway. The expansion of future Lake Superior commerce can not even be guessed at, as the apparently wildest assertion of one year becomes the accomplished situation and condition of the next.

WHEN Lieut. J. C. Gilmore, U. S. N., was ordered to Manila, he left half pay to his young wife, to be drawn monthly for her subsistence. Last July the regular half pay was refused by the Navy Department and the applicant informed that the money would no longer be paid, inasmuch as the department considered itself warranted in withholding it because of the apparent certainty of Lieut. Gilmore's death. The young wife felt certain that the Lieutenant would eventually come out all right and he has fulfilled her best hopes by just rescuing himself and party. The abominable cheese-paring, low down action of the Navy Department, in this instance, ought to be held up to public scorn, especially in the face of the Dewey, Lawton, Gridley, and Hobson rhapsodies. The meanest and most parsimonious owner of merchant tonnage (and there are many such), would not think of stopping an officer's half pay unless he had proof of loss, and yet a principal arm of our paternal government descends to such depths of callous ingratitude, arbitrary official and consequently national impecuniosity. Admiral Dewey was almost driven from under the flag for transferring what belonged to him in his own right. Lieut. Gilmore, through the baseness of the Navy officials, has greater reason to forswear allegiance to the flag that deserted him and his at the cost of a few paltry ducats. We quote as our authority for the foregoing, a somewhat lengthy Washington dispatch, but the RECORD is delving into the question to get more directly at the root of the great evil, hoggishness if it may so be termed, but certainly base and unsympathetic action of the Navy Department, upon whose shoulders the onus rested to show official and indisputable proofs of loss of life, and even then, not to be too eager about it, or to prematurely ram it down the throats of the sorrowing relatives. The RECORD can not too strongly resent any action such as the foregoing, whether emanating from individuals or arbitrarily decided upon by a branch of the government service, and when the case is more fully developed it is possible that we may have something further to say in the matter.

THE rumor is again floating around regarding the consolidation of all of the coast shipyards. It is individually and officially denied. Col. J. J. McCook is named as the head of the enterprise and Collis P. Huntington as one of its prime movers. Mr. Huntington flatly denied that he knew that any such consolidation had been consummated. Col. McCook asked to be excused from talking on the subject. Jefferson Seligman who is interested in financing the enterprise, said so far as he knew the combination had not been consummated. "In fact, I don't think it will be formed on the lines originally suggested," he added, "and I have not heard that its plans have been definitely outlined." Yards that are said to be sought by the McCook syndicate are those of the Cramps, the Newport News yards, the Union Iron Works, the Bath Iron Works and the yard of which Lewis Nixon is the active head. In this age of syndicates, consolidations, combinations and trusts it would not be at all surprising to find several of these large and important industries amalgamating, so as to bring about a central and direct control. It may, and has been said, that there is everything in favor of such a combination of interests. It is also well known that no one has ever known anything about the preliminary steps taken to form a trust until the actual incorporation of the syndicate, and even then, as little as possible would be made known regarding the general arrangements, etc. The point of the subject lies in the fact, that, consolidations amounting to monopolies court opposition, and keen competition, and many of the lately formed syndicates will sooner or later realize this interesting phase of industrial economy. All attempts to compete can not be choked off as long as one man's labor, skill, talents and dollars are as good as another's. This is true in all cases, with the one marked exception known as the universal king octopus of trusts, ycleped the Standard Oil Co. and its scores of aliases.

THE Hanna-Payne shipping subsidy bill has run up against a snag on the point of speed versus cargo carrying. The objectors to the present terms of the bill say, and with a degree of pertinency, that it is more a question of reducing the carrying charges on bales of cotton, tons of iron and steel, bushels of grain and tons of machinery, rather than the aiding of those who are about to build greater vessels for established lines, where the competition is already brisk. There are a number of Senators and Representatives who think that the greatest benefits should go to the coarse freight carriers. These say that the premiums should favor tonnage rather than speed. The objections first came from the men who are interested in building up the commerce of the Pacific. Nearly all the transcontinental railway lines are interested in trans-Pacific lines. In addition, some of them are interested in coastwise shipping, and naturally control a few speedy passenger vessels, but they are mainly interested in the building of a large number of cargo boats. Viewed from a British standpoint, which we assume to be the most successful, the dissenters from the original plans of the bill are certainly wrong in the principle. The British pay their naval reserve and transport or war subsidy, also their appropriations for mail service only, or the latest, swiftest, largest and most modern tonnage. This brings about a worthy emulation and an ambition to excel in all matters of construction and skill, thus advancing the nation's mercantile marine ahead of all other countries. If a premium is to be paid, let it be for meritorious work as evidenced by size, speed and construction and therefore advancement; mediocre, faulty, low classed and ramshackle tonnage does not deserve encouragement to plow the briny.

Now that the shipping bill is before Congress it might be as well to note that the Federal Government assumes all risks, charges, responsibility, etc., in the transference of mail matter, also, that all expenses, outlay and disbursements for the Navy Department, as well as every arm and branch of that service, is defrayed at the cost of general taxation, more or less equitably distributed. On the other hand, no bonus, bounty, subsidy or other favorable discriminatory financial assistance is rendered by the nation to the common carrier, nor should there be. The government desiring an option on certain tonnage, securing a pre-emption as it were on the service of one or more bottoms, should stand ready to make adequate returns for the privilege, or at least it ought to do so. In the case of a certain number of citizens voluntarily placing themselves under the peremptory commands of the government for extraordinary service, over and above the ordinary duties of citizenship, it is also a matter of national equity to recompense such a class of men for their willingness, and oath-bound duty to watch, wait and serve whenever called upon, and, or, in time of need. Such are the principal features in the so-called Hanna-Payne shipping bill, now being discussed by the nation's legislators, and, let us hope, at a later date to be enacted into law.

THE shipping bill is now before the House Committee on Merchant Marine and Fisheries, and the shipowning as well as shipbuilding talent of the country is to the fore with arguments pro and con, for, as in all important and wide-reaching legislation. there are two sides to many of the clauses contained in the "bill to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports and seamen for government use when necessary." All interests are at one in stating that the rehabilitation and ultimate upbuilding of the United States' over-sea merchant tonnage is an absolute necessity for the welfare of the nation. Such being the situation, there should be no hair-splitting contradictions regarding the merits of the clauses contained in the bill, but all ought to work in harmony and unison to accomplish the best possible results.

THAT is a sort of a compensatory regulating economy to open an artifical outlet on Lake Michigan and dam up the natural outlet in Niagara river. Positively, water seeks its level. Someone has said that there is no truer level, but in this case it is to prevent leveling down that we now ask for an artifical obstruction to the free outlet via Niagara. The whole object should be to maintain the general levels and not seek to raise the natural levels, precipitation alone does that. If greater depths are required this can be obtained by dredging the bottom surface, but by all that is commercially righteous, the upper surface, or water levels should be kept and held inviolate.

AT the annual meeting of the Buffalo Yatch Club held on Saturday last, the officers for the ensuing year were elected as follows: Jas. S. Thompson, commodore; C. W. Farrington, vice-commodore; George F. Root, secretary; W. C. Cowles, treasurer; Frank D. Wood, measurer; Dr. E. P. Hussey, fleet surgeon; directors, George Clinton, John W. Fisher, Henry H. Guenther; regatta committee, Henry L. Campbell, Henry Ganson, H. R. Watson.

FREIGHTS 1900.

From present indications, which to a great extent is already assured, the coming season will see the floating property of the lakes hustling for dear ducats.

As regards iron ore, a large quantity of tonnage has been fixed ahead at $1.25 from the head of the lakes and this will bolster up coal freight rates, in fact, an advance of ten cents is already being offered from Lake Erie to Lake Michigan ports, thus making the opening rate at 60 cents. It is further known that in the neighborhood of 1,000,000 tons has been placed for the head of the lakes at 50 cents. Martin Muller, a Cleveland shipper of Pittsburg coal, has placed 100,000 tons to the head of Lake Superior and several weeks ago a block of 300,000 tons was placed and there has been considerable chartering of smaller lots done in the interval.

At this writing there is a lull in ore chartering circles and grain for spring delivery is not too active, this is perhaps chiefly on account of there being quite an overplus of tonnage in winter quarters at Chicago, Milwaukee as well as at Duluth.

Lumber rates are expected to start out at $3.50 Lake Superior to Lake Erie. This figure will about equal the ore rate and the all rail rate and although a large quantity of lumber is being shipped from Ashland, Wis., to Chicago by rail, there will be all that vessels can carry at the early opening of navigation. Anything can carry lumber and this will give the smaller and older class of bottoms a chance to ask and earn a fair living rate of freight.

THE CHICAGO RIVER COMMISSION.

In June last, a commission composed of twenty-six prominent citizens, Mr. George G. Tunell, secretary, was appointed by the mayor of Chicago, in accordance with the terms of a resolution of the city council, to consider the ways and means of lowering or removing the tunnels under the Chicago river at the earliest possible time.

The committee in submitting their reports, state, that by the testimony of expert engineers, the crowns of the tunnels can be lowered to a depth of 26 feet below Chicago city datum, at a mean expenditure of less than $250,000 each, or a total for the three tunnels of $720,000, and that the city has the power, and owes the duty, to remove all obstructions to navigation that exist in the river. After the tunnels have been depressed the center pier bridges will be the one great remaining obstruction in the Chicago river. So long as these bridges stand the navigation of the river will be restricted to vessels of the smaller class. It is a fact well known that the lake vessels constructed during the last three or four years, and those that are now building, exceed 400 feet in length. At present vessels of this size are precluded from entering the north branch of the river and can only proceed to 12th street on the south branch. With the removal of the center pier bridges and the improvement of the river now well under way by the National Government and the Sanitary Board, the river will be navigable to the largest vessels

These bridges must be replaced with bridges of the bascule type, and of the full width of the street, for only by structures of this width can congestion of traffic over the river be avoided and we recommend legislation enabling the city to increase its bonded indebtedness so that these improvements can be made.

Although the importance of the Chicago river is generally known and the necessity for its immediate improvement well understood, the overwhelming significance of this stream to the future growth and prosperity of our city leads your commission again to set forth the part it plays in the business life of Chicago. It has often been stated by authorities on transportation that the Chicago river is the most important navigable stream for its length on the globe. This may appear a strong statement, but that it is not an exaggeration will appear from a comparison of the vessel tonnage moved on our river with that moved on the great artificial highways of the world, in whose construction millions upon millions have been expended, and whose successful opening has been regarded as great national achievements.

	Year Ending.	Total Vessel Tonnage.
Chicago River	December 31, 1898	10,751,879
Welland Canal	December 31, 1896	1,279,987
Erie Canal	December 31, 1898	2,338,020
Kaiser Wilhelm Canal	March 31, 1898	2,469,795
Suez Canal	December 31, 1897	7,899,373
St. Mary's Falls Canal	December 31, 1898	18,622,754

From this table it appears that the commerce of the Chicago river greatly exceeds even that of the Suez canal, and is more than four times that of the Erie and Kaiser Wilhelm canals, and than eight times that of the Welland canal, but is much less than the traffic of St. Mary's Falls canal, through which passes nearly the whole of the enormous iron ore tonnage of the Lake Superior region.

In the table just presented the tonnage moved upon the Chicago river is contrasted with that of the great artificial waterways of the world through which the converging streams of commerce of vast regions and even continents must pass. In the subjoined table the entrances and clearances of the Chicago river are compared with those of the other great harbors of the world. This table and the preceding one should make it clear to all how intimately the commercial life of Chicago is linked with the maintainance of the Chicago river.

TONNAGE OF THE PRINCIPAL EUROPEAN AND AMERICAN PORTS ENTERED AND CLEARED IN THE FOREIGN TRADE.*

Port.	Year Ending.	Vessel Tonnage.
London	December 31, 1897	15,797,659
New York	June 30, 1898	15,348,042
Antwerp	December 31, 1897	12,269,764
Chicago River	December 31, 1897	11,364,223
Liverpool	December 31, 1897	11,261,051
Marseilles	December 31, 1897	7,908,971
Boston	June 30, 1898	3,571,629
Baltimore	June 30, 1898	3,479,331
New Orleans	June 30, 1898	3,240,517
Philadelphia	June 30, 1898	3,228,738
San Francisco	June 30, 1898	2,215,838
Galveston	June 30, 1898	1,571,302

The total tonnage moved on the Chicago river, it appears by this table, is not much less than the tonnage entered and cleared in the foreign trade from London, New York or Antwerp, and slightly exceeds that of Liverpool, and far surpasses that of Boston, Baltimore, New Orleans, Philadelphia, San Francisco or Galveston. What the Thames and Mersey rivers are to London and Liverpool, the Chicago river is to Chicago.

To sum up, the situation is as follows: On the north the all rail and rail and water lines are bending every effort to attract commerce from Chicago, and from Duluth and West Superior the rail lines running to the south and southwest are pushing farther and farther into Chicago territory; the all rail lines to the seaboard running south of Chicago are making greater and greater inroads into traffic that belongs to Chicago, and finally the Gulf roads have pushed so far north that they in conjunction with the roads running south, west from the head of Lake Superior have almost, if not completely, shut out Chicago from the territory west of the Missouri river, and have made very serious inroads into the traffic of the states east of this river.

The facts have now been stated and we are at liberty to look for the explanation of the decline of Chicago's power. The explanation is not far to seek. It is largely found in the decadence of the Chicago river. Almost without exception the great railroad systems that radiate to the northwest, the west and the southwest have their terminals on this river. It is folly to talk of all these systems establishing additional terminals on the Calumet, for the enormous expense involved would be prohibitive. Several railroad systems sooner than secure new terminals on the Calumet would divert commerce through other ports or channels, and some of them have already begun to do this.

It is also to be held in mind that Chicago is itself an enormous consumer of the products it handles. It is safe to say that if the Chicago river is not improved the people of Chicago will have to pay a materially higher prices for coal, lumber, merchandise, and in fact nearly every commodity consumed by them. It must not be inferred that because coal and other commodities are brought here occasionally from the east as cheaply by rail as by water, this would be the case were the water lines not in existance. Were water competition eliminated it is safe to say that rail rates would be quickly and appreciably advanced.

In conclusion, your commission wishes to state that it believes the future prosperity and growth of Chicago is inseparably linked with the improvement of the Chicago river. It is impossible for us to discern how Chicago can continue to attract traffic from a large radius of country or remain the distributing gateway of the territory far to the northwest, west and southwest without the advantage of low lake rates. Chicago owes her dominant position to the lake, and it is only by improving her harbor that she can maintain her position. The railroads running to the seaboard to the north and to the south of Chicago can carry produce just as cheaply as the railroads passing through Chicago, and if we rely upon our railroads alone we shall surely find ourselves progressively confined to narrower and narrower limits. If we do not improve our waterway so as to admit the largest vessels, which are the cheapest carriers, we shall soon find the ports of the north making great inroads into territory that once belonged to us. No time should be lost in making this important improvement, for it is one thing to hold business but quite a different matter to regain business when once it is lost. Resting in security we shall soon repeat New York's experience, and in less than a decade we, too, may be sending commissions about the country seeking the reasons why our commerce has left us. The railroads running into Chicago has been spending enormous sums on their roadbed and equipment to put themselves in position to hold their own with their competitors, and recently these roadroads have spent many millions of dollars in elevating their tracks to adjust themselves to the growth of the city. It seeems entirely safe to say that for every million that the city should expend to adjust itself in new conditions in the transportation world, the railroads have already expended fifty millions.

Chicago is losing its commerce because it has not kept pace with the procession. It has but to remove the center pier bridges and cause the tunnels to be lowered and the National government will widen, deepen and straighten the Chicago river so it will admit the largest vessels, for Major Marshall, Corps of Engineers, U. S. A., without minimizing the work to be done, has reported that, in his opinion, the commerce of Chicago river is of such magnitude as to warrant such an expenditure of money as will make it navigable by vessels five hundred feet long.

*The figures for the Chicago river cover the entire commerce of the river; it is to be noted that the figures for the other ports cover only the foreign commerce.

DEATH OF R. P. FITZGERALD.

Mr. R. P. Fitzgerald, vessel owner of Milwaukee, who was well and favorably known all along the chain of lakes, died at his home Tuesday morning, Jan. 9. Mr. Fitzgerald was seventy-four years old, and had retired from active business some years ago. About 1860 Mr. Fitzgerald started a vessel agency and marine insurance business in Milwaukee. Soon after the close of the civil war he was joined in this business by J. B. Merrill, who became a partner. These gentlemen kept up their copartnership until about a year ago, when Mr. Merrill retired on account of poor health. The schooners which Mr. Fitzgerald owned at different times were the Henry Hager, Red, White and Blue, Joseph B. Paige and Marengo, famous swift sailing craft in their time. The bark Parana also belonged to Mr. Fitzgerald.

In the year of 1878 Mr. Fitzgerald, in company with P. D. Armour and W. M. Egan, purchased the Ballentine fleet, which consisted of the steamers D. Ballentine and C. J. Kershaw and the schooner A. B. Moore, the latter afterwards called the Northwest. Shortly afterwards they purchased the steamer W. H. Barnum. He sold this fleet in 1888 and with the same gentlemen he built the steamers R. P. Fitzgerald, P. D. Armour, W. M. Egan and John Plankinton.

MARINE ENGINEERS BENEFICIAL ASSOCIATION

The Sturgeon Bay, Wis., branch of the Marine Engineers' Benevolent Association have elected the following officers for the ensuing year:

President, Frank Bird; Vice-president, Chas. Wondrasek; Corresponding Sec'y., C. O. Chapman; Treas., A. Cofrin; Rec. Sec'y., E. D. Weber; Fin. Sec'y., Henry Devine; Chaplain, Frank Larsen; Conductor, Joel Ashby; Door Keeper, John McMillen; Representative, Frank Bird; Trustees, Frank Ives, David Machia and A. Cofrin. Grievance committee, Joel Ashby, George Herbert and Frank Larsen; Examination committee, Frank Kimber, Frank Ives and E. D. Weber.

THE Up-River Yacht Club, at Toledo, elected the following named officers for this year: Commodore, R. C. Westmyer; Vice Commodore, J. W. Richards; Rear Commodore, Ed. H. Peters; Fleet Captain, John Harris; Recording Secretary, Stephen Kinder; Financial Secretary, C. W. Beckwith; Treasurer, H. F. Hart; Official Measurer, F. G. Kimball; Directors, W. O. Hoist and R. M. Starr; Race Committee, David Crots, F. B. Sawyer and F. W. Summerfield.

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IN WINTER MOORINGS.

There is a total of 76 vessels in winter quarters at Milwaukee, 63 of which are steamers and 13 schooners or tow barges. The aggregate grain carrying capacity of the fleet is about 7,000,000 bushels of corn, 6,000,000 of which could be carried by steamers and the balance in their consorts, etc. A number of these vessels will change ports to load, going to Chicago and elsewhere, others will not charter but will be started out at the earliest opening of navigation to load iron ore. The list of names is as follows: Steamers, P. D. Armour, Appomattox, Brazil, M. H. Boyce, Fayette Brown, City of Naples, City of Genoa, City of Glasgow, City of Rome, Cumberland, Case, John Duncan, J. H. Devereux, Denver, W. M. Egan, C. W. Elphicke, R. P. Fitzgerald, R. P. Flower, Germanic, W. H. Gilbert, Helena, John Harper, H. S. Holden, Iron Chief, Iron Age, Minnie E. Kelton, John B. Lyon, W. R. Linn, Lizzie Madden, Marion, John Mitchell, S. J. Macy, Merrimac, Manchester, Mohegan, M. A. McGregor, Nicaragua, Alexander Nimick, Neshoto, Neosho, Onoko, John Owen, Omaha, Pathfinder, Thomas W. Palmer, Fred Pabst, Pueblo, R. P. Ranney, Roumania, Adella Shores, Sacramento, W. F. Sauber, R. E. Schuck, Ferd. Schlesinger, Edward S. Tice, Topeka, Uganda, Frank L. Vance, Veronica, Robert Wallace, W. H. Wolf, Wallula, Yuma. Barges: Antrim, Carrington, Crete, Emma Hutchinson, John M. Hutchinson, Mautinee, Michigan, Mingoe, Noque Bay, Paisley, Sagamore, Tyrone, Mabel Wilson.

The following vessels are in winter quarters at Chicago: Steamers: Arabia, Amazonas, W. J. Averill, M. F. Butler, Bermuda, C. F. Bielman, Isabella J. Boyce, Gordon Campbell, City of Traverse, Catherine C., Cadorus, City of Paris, City of Venice, City of London, Thomas Cranage, W. J. Carter, Canisteo, Cleveland, Cormorant, Dahlia, Eddy Selwyn, Chas. A. Eddy, Parks Foster, Kittie M. Forbes, Robt. L. Fryer, Walter Frost, Gladstone, Jay Gould, Gogebic, George Handley, Charles Hebard, Ionia, Iosco, Juliet, Lena Knobloch, W. P. Ketcham, Kalkaska, C. B. Lockwood, Milwaukee, Madagascar, W. B. Morley, Mecosta, Niko, New York, Nyanza, New Orleans, Osceola, Ira H. Owen, Oregon, J. Emory Owen, Oglebay, John Oades, Oscoda, Peerless, John Plankinton, E. C. Pope, Panther, Robert A. Packer, Chas. Stewart Parnell, Pentland, Hattie B. Pereue, J. A. Prentice, Louis Pahlow, Ramapo, John Rugee, Syracuse, Schuylkill, Samoa, Albert Soper, John Spry, F. E. Spinner, Jessie Spalding, Tuscarora, Viking, Albert Wallace, H. L. Worthington, S. S. Wilhelm.

Schooners and Barges: Ada Medora, Aloah, Ashland, Apprentice Boy, Armenia, E. R. Blake, James G. Blaine, A. Bradley, Biwabik, A. T. Bliss, Jessie L. Boyce, Belle Brown, Butcher Boy, Bertha Barnes, Coral, Mary Collins, City of Sheboygan, Commerce, Bertie Calkins, Ralph Campbell, Cape Horn, City of Chicago, Ida Corning, A. Cora, Madeline Downing, Margaret Dall, Delta, Frank D. Ewen, Eleanor, Ford River, Four Brothers, Grace M. Filer, Felicitous, Robert L. Fryer, S. H. Foster, D. L. Filer, W. O. Goodman, Guido, Galatea, Hattie Hutt, Harold, Thos. H. Howland, Robert Howlett, Halstead, Ida, Iron Cliff, John F. Johnson, Jura, John V. Jones, R. Kanters, John Kelderhouse, C. E. King, Sophia J. Luff, Leo, Lake Forest, Lotus, Oliver Mitchell, C. J. Magill, Geo. A. March, Lettie May, Amorretta Mosher, Emily B. Maxwell, Charlie Marshall, John Mee, C. Michelson, Al. Morey, Truman Moss, Julia B. Merrill, Mary E. McLaughlin, J. H. Mead, Richard Mott, L. M. Mason, Middlesex, Mars, Norman, Libbie Nau, Capt. Geo. W. Naghtin, Fanny Neil, Alice B. Norris, Nervina, Olga, Jeanette Olive, Oak Leaf, Annie M. Petersen, Jessie Philips, Penobscot, Parana, Resumptiop, Richmond Hit, E. M. Stanton, Simmons Rouse, Stampede, S. M. Stephenson, Stafford, L. G. Simmons, George Sturges, Shawnee, Horace Taylor, Una, Vega, H. C. Winslow, Annabel Wilson, Wonder, Winnie Wing, West Side, J. B. Wilbor, S. A. Wood, York State.

The foregoing list makes a total of 185 vessels, 77 of which are steamers and 108 schooners and barges. In point of numbers there are more vessels in winter quarters at Chicago than at any other port on the chain of lakes.

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE Bushels.	BARLEY Bushels.
Buffalo	3,092,000	440,000	229,000	148,000	1,274,000
Chicago	16,878,000	3,667,000	1,564,000	217,000	69,000
Detroit	705,000	338,000	112,000	21,000	56,000
Duluth	6,833,000	124,000	182,000	353,000	126,000
Fort William, Ont.	2,694,000	.....	.....	.....	.....
Milwaukee	217,000	1,000	.....	16,000	.....
Port Arthur, Ont.	234,000	.....	.....	.....	.....
Toledo	1,360,000	703,000	251,000	6,000	.....
Toronto	58,000	.....	4,000	.....	54,000
On Canal	.....	.....	.....	.....	.....
On Lakes	.....	.....	.....	.....	.....
Grand Total	57,892,000	12,613,000	5,251,000	1,311,000	2,210,000
Corresponding Date, 1899	27,358,000	20,935,000	6,402,000	1,386,000	4,025,000
Increase	.....	1,015,000	.....	.....	.....
Decrease	399,000	.....	443,000	86,000	246,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

THE ROBERTS WATER TUBE BOILERS.

The new dredges to be built this winter in Florida by Hingston & Son, of Buffalo, to the order of Messrs. Hughes Bros. & Bangs, for work on the New York harbor contract, will be supplied with the Roberts water tube boilers, that firm being under contract with the Osgoode Dredge Co., of Albany, to furnish about 2,000 horse power of the Roberts boilers. These boilers will be practically duplicates (but somewhat larger) of the Roberts boilers in the big dredge Fin-Ma-Cool, which has been working in Buffalo for two or three years. The large dredge Kilkenny, which has been working at Sand Beach, Mich., and Montreal, Can., is also boilered with the Roberts safety water tube.

In the improvements carried on in the Ohio river, the United States dredges Oswego and Ohio have used the Roberts manufacture for nearly ten years. Of course, the feed water taken from the river was extremely muddy, but the excellent circulation of the boilers could deposit the mud in the sediment pockets, from which it was easily blown out. It is learned that up to date there are nearly sixty of the Roberts boilers in use on various government contracts throughout the country.

THE Great Lakes Towing Co., will pay its first dividend next month. It has been decided to pay 1¾ per cent. quarterly dividend, commencing in February.

ST. CLAIR FLATS CANAL.

Senator McMillian, with the War Department and Col. Lydecker, Corps of Engineers, U. S. A., in charge of the district have taken up the matter of repairs and improved supervision of the St. Clair Flats canal. The colonel has already made a favorable report on the matter, and if the senator is successful in his plans the canal will be fixed up soon and a better supervision system instituted when navigation opens. Heretofore there has been only one watchman there, and he has been unable to enforce the laws and compel the rigid observance of the rules the breach of which endangers the safety of the canal. Neither has been able to keep accurate records of passing vessels. By the proposed plan this will be remedied, at an expense after the first year of about $8,000 per annum.

The first year's expense will be as follows: Custodian, $1,200; six watchmen, $3,600; office buildings and quarters, $5,000; telephone line, $500; steam launch, $1,500; operation of same, $500; repairs, $27,000; engineering, $5,000. This means that two men will always be on the watch, one at either end of the canal, and with telephone communication and a launch they will be able to keep vessel masters within the law.

There are those who think that the better way to keep vessel masters within the pale of law is to offer them some facilities in so doing. The St. Clair flats canal should be made as wide again as it is and a duplicate channel dredged out so that boats might pass through the up or down bound canal.

THE "RECORD OF AMERICAN AND FOREIGN SHIPPING."

The volume of 1900 of the "Record of American and Foreign Shipping," which is the thirty-second annual issue of this valuable register and classification of shipping, is now being delivered to subscribers. The Record contains full reports and particulars of about 17,000 vessels of all classes and nationalities; rules for the construction and classification of steel, iron and wooden vessels; rules for the construction and survey of steam machinery and boilers for vessels; provisions for the installation of electric lighting and power apparatus on shipboard, and such other valuable information of special importance to underwriters and all firms or persons interested in shipping. Besides the usual full information for the benefit of subscribers in the way of rules for construction with their accompanying illustrations and tables, all of the utmost practical and technical value, the work contains such features as list and addresses of prominent shipbuilders, dry docks, marine railways, marine machinery and boiler constructors of the United States; list of vessels whose names have never been changed; also compound names, indexed as per last name; names and addresses of owners of vessels classed in the Record, all of which is nowhere else so completely classified. The work is approved and endorsed by the important boards of underwriters in the United States, and is accepted by merchants and underwriters throughout the world as a standard register and classification of shipping. This excellent index has been thoroughly revised to date and contains a large number of classifications not included in previous issues. The new Record is published by the American Bureau of Shpping, No. 37 William street, N. Y.

NEW YORK STATE CANALS.

The final report of the State Canal Commission is now ready for publication. The report recommends that $60,000,000 should be expended in improving the inland waterways. The commission gathered all sorts of expert testimony and advice. The suggestions submitted to them range all the way from that of former Mayor Abram S. Hewitt, that the canals be abandoned altogether, to recommendations for appropriations ranging from $1,000,000 to $300,000,000.

The commissioners go into details concerning the improved canal, which they would like to see. They recommend taking a large portion of the Mohawk river as a feeder, widening it, deepening it, and damming it to avoid the effects of the spring freshets. Their other recommendations are elaborate and contemplate and inland waterway from the Atlantic to the Great Lakes through which craft of far greater carrying capacity than those now navigating the Erie canal can move.

No recommendation is made as to the exact means to raise the $60,000,000.

It can be said that the canal commission acted in an energetic and well advised manner all through the inquiry and during the life of the commission, data was secured that will be of inestimable benefit to the commerce of the state from a legislative standpoint also from an actual and practical one, moreover, it would be advantageous if other states appointed a similar commerce commission from time to time, if only just to see where they were at, from a commercial, industrial, manufacturing and transportation standpoint, local chamber of commerce committees are not weighty or inclusive enough.

MARINE PATENTS.

Patents on marine inventions issued January 9, 1900. Reported specially for the MARINE RECORD complete copies of patents furnished at the rate of ten cents each.

640,232. Boat. C. H. Sawyer, Minneapolis, Minn., assignor of one-half to Andrew Anderson, same place.

640,242. Steam steering gear. R. A. Turner and B. L. Miller, Seattle, Wash.

640,282. Marine buoy-safe. T. G. Hall, New York, N. Y., assignor to Hattie E. Hall and D. L. Harris, same place.

640,310. Propeller. Stefan Von Kvassay, Papa-Kettornyulak, Austria-Hungary.

640,344. Paddle wheel. H. M. Williams, Fort Wayne, Ind., assignor of one-fourth to Franz Burger, same place.

640,360. Folding anchor. William McBride, Portland, Maine.

640 513. Propulsion of boats. P. E. Doege, Toronto, Canada.

640,552. Mooring and towing chock. D. E. Ford, West Superior, Wis.

A PLEASANT REMINDER.

Captain William Griffin, Oswego, N. Y., of the steamer Monteagle, is pleased over the receipt of a New Year's gift in the shape of a handsome solid gold ring. The present is from John Facut, a member of the Chicago police force and was given as a token of appreciation of Captain Griffin's bravery in saving his nine-year-old daughter from drowning.

On one of his trips during the summer of 1898 Captain Griffin was entering the Chicago river when his attention was attracted by cries for help. Looking over the side of the steamer he saw a child struggling in the water. Without waiting a second, the captain plunged into the river and caught the child as she was going down the last time. He brought her safely to shore. The family learned of the occurrence and were profuse in their thanks for the services rendered by Captain Griffin. The incident closed until the receipt of the ring. It bears the following incription: "J. Facut to Captain Griffin. For saving the life of his daughter."

The brave act of Captain Griffin deserves further recognition at the hands of the life saving service through the Treasury Department. A further mark of appreciation ought to be granted by a humane association several of which are already in existence.

ANOTHER FREAK.

James Gresham, of Brooklyn, N. Y., has found capital to demonstrate the commercial value of his corkscrew boat, for which is anticipated a speed of fifty miles per hour. A syndicate of New York capitalists has agreed to furnish $50,000 with which to build a small boat on the corkscrew plan, with the further understanding that if it demonstrated its ability on a commercial scale to approximate the speed which the models have reached, the syndicate will furnish sufficient capital to build a mail boat. The inventor promises that his craft will cross the Atlantic in less than three days. The vessel, the construction of which is being arranged for at the Newport News shipyards, is not intended for passenger service, but only for the conveyance of mails and fast freight and for use at life-saving stations. It is to be so constructed that it can penetrate the surf or the waves of the roughest weather. The boat is cylindrical in shape with a serpentine flange like a corkscrew extending from bow to stern, and the outer shell revolves through the water, while the inner compartment maintains its equipoise.

TOW NOT AN INSURER.—Though a steam tug employed to tow a vessel into port is not a common carrier nor an insurer, it is bound to exercise reasonable skill and care in everything relating to the work until it is accomplished. Tilley et al. vs. Beverwyck Towing Co., 61 N. Y. Supp. 495.

REPORTED BY THE LOOKOUT.

Capt. A. J. McKay of Detroit, master of the steamer City of Detroit, will probably be the next president of the Grand Lodge of the Shipmasters' Association.

There are now three Scherzer bascule bridges across the Chicago river, one being a four-track railway bridge, while the others are highway bridges. Two other bridges of this type are to be erected to replace the old swing bridges. The center piers are to be removed in order to give the river the necessary capacity of flow required for the Chicago drainage canal.

The Geo. Pankratz Lumber Co. closed a contract this week with Rieboldt & Walter's for the construction of a scow 150 feet long by 34 feet beam having a lumber capacity of about 700,000 feet. She will be named the Geo. Dewey. A sister craft is now being built for Termensen & Jensen at the same yards. The Pankratz Co. will ship upward of twelve million feet of lumber next season.

The channel of the St. Lawrence River between Montreal and Quebec is being dredged to a depth of twenty-nine feet. The commerce of the port of Montreal sustained a considerable decline during the past year. Only 801 seagoing vessels made the port as against 868 during the previous year. It is now intended to make it a second Glasgow as regards depth of water aud industrial activity.

Where statistics on tonnage at lake ports, in the Detroit river, at the "Soo" and other places are liable to misconstruction is in the purely local trade. In this connection we note that the number of barges which entered the London and India docks in 1898 was nearly 150,000, of a tonnage of 9,000,000,000 tons, and these it is proposed to tax. This indiscriminate or miscellaneous tonnage floating and locking in and out of the London docks is not tabulated in any way as the commerce of the port and in a greater degree is this the case, relative to the several miles of locks and docks at Liverpool.

Capt. M. J. Kelley, a well-known marine man of Racine, died in that city within the week. Capt. Kelley was one of the oldest sailors on the lakes. He served in the United States navy during the war of the rebellion, being one of the first to offer his service to the country of his adoption when President Lincoln called for volunteers after Fort Sumpter was fired upon. He was also for a long time marine editor of the Racine Advocate, and was well and widely known throughout the lake region. He was a native of Ireland and at the time of his death was carrying on a lumber yard in the Belle City.

The Standard Automatic Releasing Hook Co., Wm. H. Langley, president, and Capt. Jas. R. Raymond, manager, 17 State street, New York, send us a handsomely illustrated calendar for 1900. The picture shows a life boat, manned, being lowered from the davits in a heavy sea to rescue the crew of a vessel in distress. The illustration is of course meant to show the working of the automatic releasing hook on the lower block of the davit tackles, and, from a personal knowledge of the hook, as well as by its adoption by the several government departments and the leading lines of passenger steamers it can be truthfully said that the automatic releasing hook is all that is claimed for it, and furthermore, it is quite certain that the contrivance should be brought into more general and universal use.

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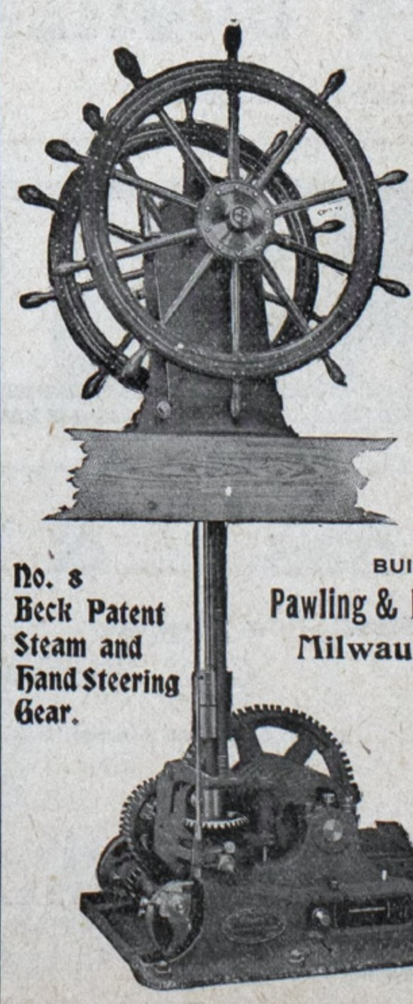

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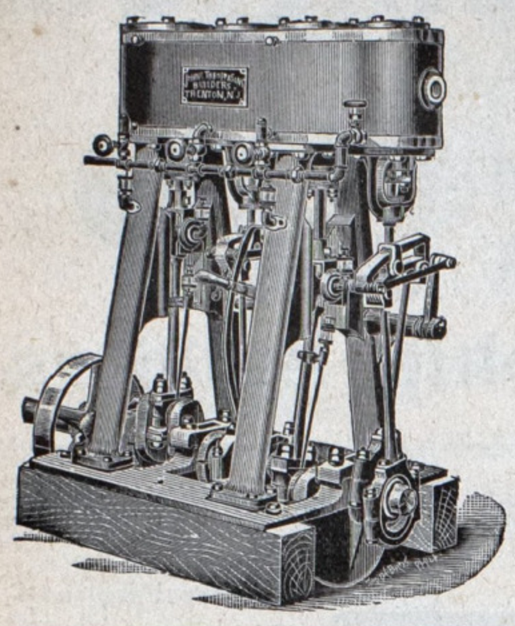

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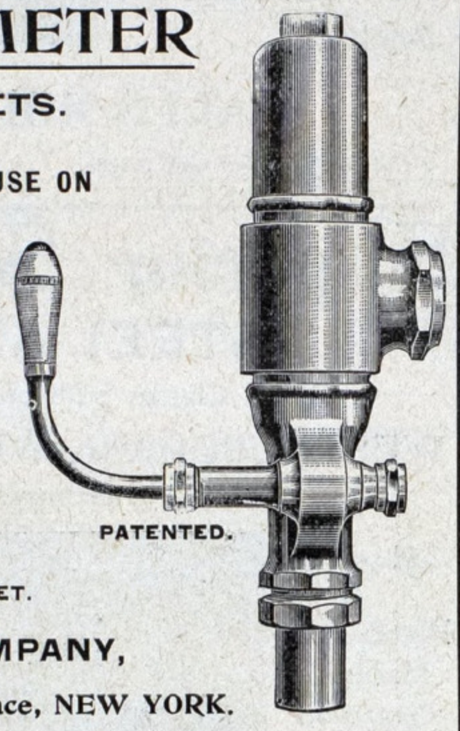

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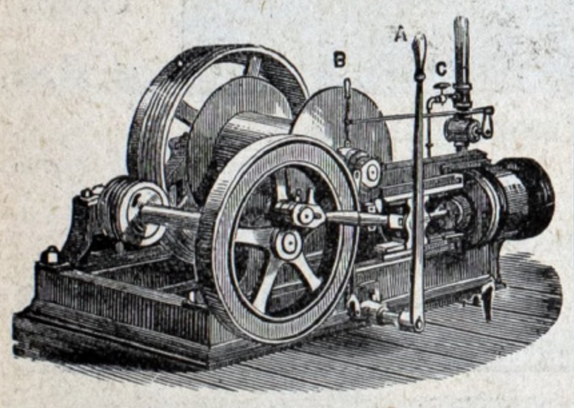

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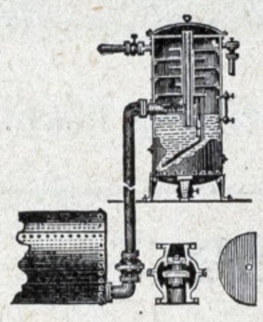

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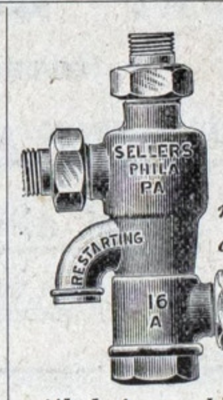

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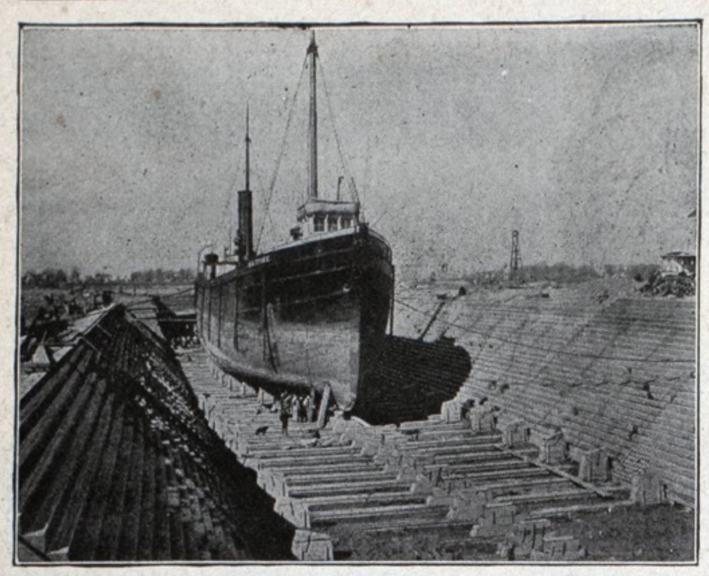

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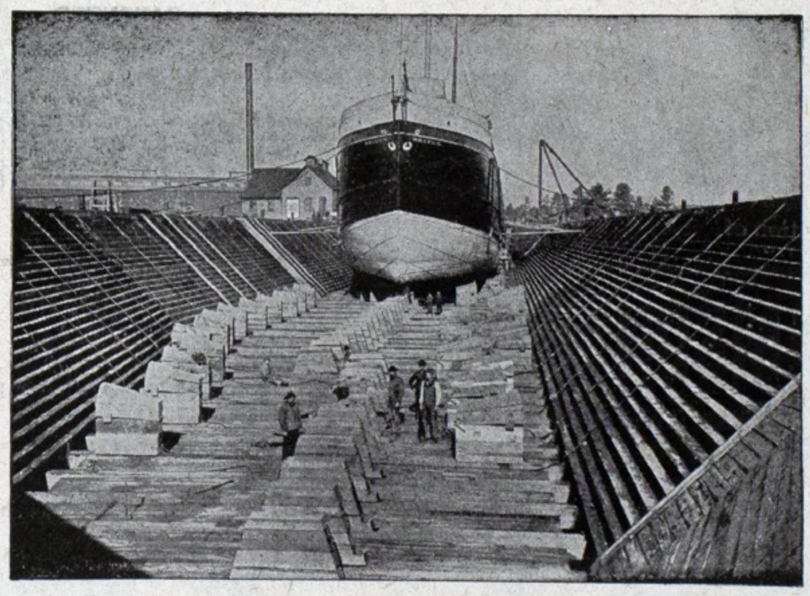

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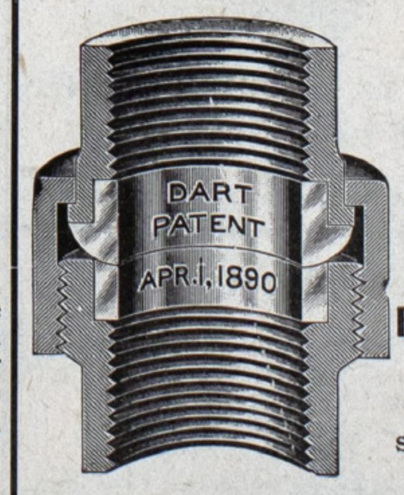

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